

**Central Point
City Hall
541-664-3321**

City Council

Mayor
Hank Williams

Ward I
Bruce Dingler

Ward II
Michael Quilty

Ward III
Brandon Thueson

Ward IV
Allen Broderick

At Large
Rick Samuelson
Tanea Browning

Administration
Chris Clayton, City
Manager
Deanna Casey, City
Recorder

**Community
Development**
Tom Humphrey,
Director

Finance
Bev Adams, Director

Human Resources
Elisabeth Simas,
Director

**Parks and Public
Works**
Matt Samitore,
Director
Jennifer Boardman,
Manager

Police
Kris Allison Chief

**CITY OF CENTRAL POINT
City Council Meeting Agenda
November 12, 2015**

Next Res. 1438
Next Ord. 2019

- I. REGULAR MEETING CALLED TO ORDER – 7:00 P.M.**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. PUBLIC APPEARANCES – *Comments will be limited to 3 minutes per individual or 5 minutes if representing a group or organization.***

V. SPECIAL PRESENTATION

VI. CONSENT AGENDA

- Page 2 - 7 A. Approval of October 22, 2015 Council Minutes
- 8 - 11 B. Appointment of Multicultural Committee Member
- 12 - 20 C. Acceptance of Quarterly Financial Statement
- 21 D. Proclamation in Recognition of Crater Comet Football

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. PUBLIC HEARING, ORDINANCES, AND RESOLUTIONS

- 23 - 81 A. Public Hearing – First Reading of an Ordinance Amending the Transportation System Plan (TSP) of the Central Point Comprehensive Plan Refining the Southerly Extension of Gebhard Road to East Pine Street (Humphrey)

IX. BUSINESS

- 83 A. Audit Presentation (Adams)
- 85 - 88 B. Medford Water Commission Fee Increase options (Samitore)
- 90 - 91 C. Planning Commission Report (Humphrey)

X. MAYOR'S REPORT

XI. CITY MANAGER'S REPORT

XII. COUNCIL REPORTS

XIII. DEPARTMENT REPORTS

XIV. EXECUTIVE SESSION ORS.660 (2)(h) – Legal Counsel

The City Council will adjourn to executive session under the provisions of ORS 192.660(2)(h) to receive Legal Counsel. Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.

XV. ADJOURNMENT

Special Accommodations:

Individuals needing special accommodations such as sign language, foreign language interpreters or equipment for the hearing impaired must request such services at least 72 hours prior to the City Council meeting. To make your request, please contact the City Recorder at 541-423-1026 (voice), or by e-mail at: Deanna.casey@centralpointoregon.gov .

Si necesita traductor en español o servicios de discapacidades (ADA) para asistir a una junta publica de la ciudad por favor llame con 72 horas de anticipación al 541-664-3321 ext. 201.

Consent Agenda

**CITY OF CENTRAL POINT
City Council Meeting Minutes
October 22, 2015**

I. REGULAR MEETING CALLED TO ORDER

Mayor Williams called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL: Mayor: Hank Williams
Council Members: Allen Broderick, Bruce Dingler, Brandon Thueson, Tanea Browning, and Rick Samuelson were present. Mike Quilty was excused.

City Manager Chris Clayton; City Attorney Dan O'Conner; Police Captain Dave Croft; Community Development Director Tom Humphrey; Parks and Public Works Director Matt Samitore; and City Recorder Deanna Casey were also present.

IV. PUBLIC APPEARANCES - None

V. CONSENT AGENDA

A. Approval of October 8, 2015 City Council Minutes

Allen Broderick moved to approve the Consent Agenda as presented. Brandon Thueson seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rick Samuelson, yes. Motion approved.

VI. ITEMS REMOVED FROM CONSENT AGENDA - None

VII. PUBLIC HEARINGS, ORDINANCES AND RESOLUTIONS

A. Ordinance No. 2018, An Ordinance Amending Chapter 3.30 Marijuana and Marijuana Infused Product Tax

City Manager Chris Clayton explained that this is the second reading of an Ordinance Amending Central Point Municipal Code Chapter 3.30. After The City approved a tax of 5% on sales of medical and 10% recreational marijuana the legislature adopted House Bill 3400 stating that local government may not impose a tax higher than 3% on marijuana sales. A tax higher than 3% must be referred to the voters at a general election.

The City Attorney recommended reducing the current tax rate to 3%. It is the intent of the city to adopt an ordinance for the next statewide general election with the question of whether to tax marijuana sales.

There is no way to predict whether a medical marijuana dispensary or licensed recreational uses will develop in the city and therefore we cannot predict if there would be any revenue generated by this tax. There will likely be an impact to the city associated with providing adequate public safety in regards to necessary training required for public safety officers.

There were no recommended changes to the ordinance at the first reading. A public hearing was held at that time and no citizens came forward.

Rick Samuelson moved to approve Ordinance No. 2018, An Ordinance Amending Chapter 3.30 Marijuana and Marijuana Infused Product Tax. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rick Samuelson, yes. Motion approved.

B. Resolution No. 1436, A Resolution Updating Oregon Liquor Control Commission Application Fees for the City of Central Point

Mr. Clayton explained that staff recently attended training for OLCC permits and applications through the State of Oregon. The training explained what cities are allowed to do in regards to approving or denying an OLCC Application.

The City is currently charging the allowed amount by state in regards to initial application, change of ownership or annual renewals. It was brought to our attention that any fee over \$25.00 must allow for public input and notices must be posted. The City Council approves new OLCC applications and change of ownership applications through the Consent Agenda process. These actions also go through back ground check.

In order to expedite OLCC Annual Renewals the city approves them without public notice. If there is a business that concerns us, we have the ability to bring those before the Council for direction. Staff recommends reducing the \$35.00 fee for annual renewals to \$25 and continue to allow staff to approve them under the current process.

Brandon Thueson moved to approve Resolution No. 1436, A Resolution Updating Oregon Liquor Control Commission Application Fees for the City of Central Point. Rick Samuelson seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rick Samuelson, yes. Motion approved.

C. Resolution No. 1437, A Resolution Supporting an Application for Connect Oregon VI Grant from the Oregon Department of Transportation to Fund Construction of the Continuous Welded Rail Portion of the Twin Creeks Rail Crossing

Parks and Public Works Director Matt Samitore reported that in 2001 the City and Gennessee Wyoming agreed that a new rail crossing could occur in the Twin Creeks Development, subject to several conditions. One condition that has not been met is the upgrade of track between Pine Street and Scenic.

This rail project cost estimates have ranged between \$500,000 and \$900,000 for replacing 7,000 feet of track. Only street utility, urban renewal or general fund dollars can be used for this portion of the project.

The Connect-Oregon grant would allow the city to obtain 70% of the cost of the improvement. At this time the Connect-Oregon grant is for non-street related projects and staff feels that this project would have high scores for approval. This would be a second grant involved in the completion of the rail crossing. The City has been trying to contact the rail company to see if they would like to be co-applicants for the project. We have not heard back from them as of tonight's meeting. The dead line for submitting the grant application is the second week of November.

The rail improvements would hopefully be done within a short time span after the rail crossing is complete in 2017. The city has 10 years before closure of the Seven Oaks crossing. ODOT has also determined this crossing needs to be closed for some of their projects around the interchange.

Allen Broderick moved to approve Resolution No. 1437, A Resolution Supporting an Application for Connect Oregon VI Grant from the Oregon Department of Transportation to Fund Construction of the Continuous Welded Rail Portion of the Twin Creeks Rail Crossing. Brandon Thueson seconded. Roll call: Hank Williams, yes; Bruce Dangler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rick Samuelson, yes. Motion approved.

VIII. BUSINESS

A. Chronic Nuisance Property Process Review

Mr. Clayton updated the Council on several chronic nuisance properties around town and explained the process and time line for nuisance properties. We are currently working on properties that include 75 Bush Street, 534 Briarwood, 543 Cherry Street, 477 Beebe Road, 495 Beebe Road and 2412 Savannah Street. Central Point Police have been working with each individual property owner to encourage municipal code compliance.

He briefly explained the process as outlined in CPMC 8.02 Chronic Nuisances and 8.04 Nuisances. He stated that property owners are given several opportunities to comply with the code, there are several notices sent, and personal contact made before the city will begin the legal action. Once legal action begins the court takes over and determines if the property is a chronic nuisance and determines judgement. There can be an emergency closure of property if the City determines there is a significant health/safety concern. There are several opportunities for the property owner to abate the nuisance before it gets to the court level.

There was discussion of instances where government can over step into private property issues. We must take each of the steps listed in the municipal code and make sure there are issues that need to be abated. We have to be careful we do not try to abate property just because we don't like the way someone takes care of it. We have the tools needed to be aggressive for repeat offenders.

No action is requested at this time.

B. Senior Center Lease Discussion

Mr. Samitore stated that Central Point is currently leasing 123 N. 2nd for a Senior Center. The Center has been sub-leasing the facility to groups when the building is not being used by the Seniors. Groups are usually smaller organizations and have paid minimal rental fees which are used to offset the utilities and provide the Center with a small income to assist in their meal program.

City Attorney Sydnee Dreyer recommended an update to the Senior Center Lease that would require all renting groups to carry a \$1,000,000 liability insurance policy. When told this, most organizations decided they did not have the funds to pay for liability insurance and have quit using the facility. The Senior Center counts on the revenue earned to off-set expenses.

The Council discussed some options that would work for the Senior Center. The City could offer to pay the electric bill; the City could provide a stipend for the center of \$2,000 and not allow them to sub-lease to outside groups; or require liability coverage for groups using the facility. The City provides no assistance and revenue earned by the Center is based on rental fees collected from groups that comply with liability requirements.

Staff received direction from the Council to work with the Senior Center to find insurance that would cover these uses. There should be an umbrella policy that would not be too expensive.

C. Rogue Disposal CPI Rate Increase

Mr. Clayton explained that the Rogue Disposal & Recycling Franchise agreement allows for an annual consumer price index rate adjustment. The adjustment must be reviewed by the City to ensure accuracy and that all the provisions of the franchise agreement are met. He stated that the City has reviewed the proposed 0.2% rate increase and the requirements of the current franchise. The calculations are accurate and appropriate.

Allen Broderick moved to accept the Rogue Disposal proposed CPI Rate Increase. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rick Samuelson, yes. Motion approved.

IX. MAYOR'S REPORT

Mayor Williams reported that he attended:

- The Medford Water Commission public hearing and testified against the rate increase. The Commission approved the increase even though there were several speakers opposing it.
- The TRADCO meeting.
- A very productive Mayors United meeting.

- The Central Point Chamber Greeters held at Goodwill.

X. CITY MANAGER'S REPORT

City Manager Chris Clayton reported that:

- He attended the Medford Water Commission public hearing on the rate increase. He has given direction to staff to begin the process for increasing our fees with public notices stating that this is directly involved with the MWC increase.
- We will be discussing the Jackson County RV Park, and some transportation related issues at the Study Session on Monday, October 26, 2015.
- We have received tax projections from Jackson County. He will provide a report on the final numbers later.
- There will be an audit presentation at the December Council meeting.
- The Twin Creeks Culvert is almost complete. The Developer should be getting their letter of map revisions soon so we can proceed with the Rail Crossing.

XI. COUNCIL REPORTS

Council Member Brandon Thueson had no report.

Council Member Rick Samuelson stated that he attended the Destination Boot Camp brain storming session.

Council Member Bruce Dingler had no report.

Council Member Tanea Browning Reported that:

- She attended the Access benefit on October 10th.
- She attended the Greeters at the Central Point Goodwill with about 30 other attendees.
- She attended the Fire District's Board meeting. The temporary Table Rock Station is near completion. Chief Peterson's evaluation has been done. The District is engaging in a conversation about renaming and rebranding the district.
- She will be attending the Jackson County Mental Health open house in White City on October 29th.
- She plans to attend the "Main Street Revitalization with Small Scale Manufacturing" Workshops next week.

Council Member Allen Broderick had no report.

XII. DEPARTMENT REPORTS

Parks and Public Works Director Matt Samitore reported that:

- Freeman Road construction is complete and the road is open. The striping is scheduled for some time next week depending on the weather. They will be working with the Police Department to enforce the no parking once the striping is complete.
- Work has started on the Beebe/Hamrick left hand turn lane. The large trees and bushes are being removed in preparation for the 6 foot wall.

Police Captain Dave Croft reported that they have several new officers at the academy in Salem.

Community Development Director Tom Humphrey reported that:

- We have received the Costco application and it is being routed for approval. He hopes to bring it to the Planning Commission in December.
- The Planning Commission will hear the wrap up for White Hawk Estates in November.
- All the Community Development employees are back to work. One was out on vacation and one has been out on medical leave. It will be nice to get back to business as usual in his department.

City Attorney Dan OConner reported that Twin Creeks Crossing is waiting on a few reports then they will be done with FEMA requirements and the city can proceed with the rail crossing.

XIII. EXECUTIVE SESSION – None

XIV. ADJOURNMENT

Rick Samuelson moved to adjourn, Brandon Thueson seconded, all said “aye” and the Council Meeting was adjourned at 7:58 p.m.

The foregoing minutes of the October 22, 2015, Council meeting were approved by the City Council at its meeting of November 12, 2015.

Dated:

Mayor Hank Williams

ATTEST:

City Recorder



ADMINISTRATION DEPARTMENT

140 South 3rd Street · Central Point, OR 97502 · (541) 664-3321 · www.centralpointoregon.gov

STAFF REPORT
November 12, 2015

AGENDA ITEM: Appointment to Multicultural Committee

STAFF SOURCE:

Deanna Casey, City Recorder

BACKGROUND/SYNOPSIS:

The City Multicultural Committee currently has five members:

Amy Sweet, Chair	Candace Clements	Cheri Reeves-Rutledge
Christina Garrett	Darlene Taylor	

This committee is allowed to have seven members from the community.

Cheri Reeves-Rutledge has not been able to attend for almost a year because of health issues.

The City has received an application from Dolores Cadwaller. Ms. Cadwallader is bi-lingual, has taught at KidVenture, and volunteered for City events. We feel that she will be a great addition to the Multicultural Committee.

FISCAL IMPACT:

There is no financial impact to the City.

ATTACHMENTS:

Committee Application

RECOMMENDATION:

Approve the Consent Agenda for November 12, 2015 appointing Dolores Cadwallader for a term ending December 31, 2018.

PUBLIC HEARING REQUIRED:

No Public Hearing is required for a Council Appointment.

**APPLICATION FOR APPOINTMENT TO
CITY OF CENTRAL POINT COMMITTEE**

Name: Dolores Cadwallader Date: Oct 26, 2015
Address: [REDACTED] Far West Ave. Central Point
Home Phone: [REDACTED] Business Phone: Same Cell Phone: Same
Fax: — E-mail: [REDACTED]

Are you a registered Voter with the State of Oregon? Yes X No —
Are you a city resident? Yes X No —

Which Committee(s) would you like to be appointed to: Multi-Cultural
(Dates of meetings are listed at the end of this application. Please make sure those dates work with your schedule before you apply. Council and Planning Commission members are required to file Ethics reports to the State of Oregon.)

Employment, professional, and volunteer background:
Caregiver - senior services, for family member (father)
Previous Preschool Teacher for KidVenture Central Point
(2008-2013) - Prior Child Care center owner in Phoenix
Volunteer (2000-2004) B.O.B. Volunteer

Community affiliations and activities:
I have volunteered in various city activities
and the parades. B.O.B. easter egg extravaganza
School Bazzars, Senior Center, Seven Oaks
Fieldtrips

Previous City appointments, offices, or activities:
Preschool teacher 2008 - 2013
City of Central point Remain involved
"KidVenture" with activities at
Easter, Christmas, volunteer KidVenture Preschool
B.O.B. volunteer (My granddaughter attends)
District 3 fieldtrips

As additional background for the Mayor and City Council, please answer the following questions.

1. Please explain why you are interested in the appointment and what you would offer to the community.

I feel with my bilinguall skills and knowledge of the culture, it could be a out reach.

2. Please describe what you believe are the major concerns of the City residents and businesses that this committee should be concerned about.

I think if the opportunity presents itself it would help bridge a gap that may exist with various cultures to become a part of the

3. Please provide any additional information or comments which you believe will assist the City Council in considering your application. →

I taught for the City of Central point for 5 years involving myself in the resident and bussiness and schools. I believe with my experence with the city I can bring some good ideas.

4. Do you anticipate that any conflicts of interest will arise if you are appointed; and if so, how would you handle them?

I do not feel any will arise, and if it does, throughl communication, negotiation and understanding conflicts can be settled.

Meeting Dates (All meeting dates are subject to change or additions, times vary for each committee):

Arts Commission: Meeting dates vary

Citizens Advisory Committee: 2nd Tuesday of every quarter.

Council Meetings: 2nd and 4th Thursday of each month

Council Study Sessions: 3rd Monday of each month (subject to change)

Multicultural Committee: 2nd Monday Quarterly

Planning Commission: 1st Tuesday of each month

Parks and Recreation Committee/Foundation: Meeting dates vary

My signature affirms that the information in this application is true to the best of my knowledge. I understand that misrepresentation and/or omission of facts are cause for removal from any council, advisory committee, board or commission I may be appointed to. All information/documentation related to service for this position is subject to public record disclosure.

Date:

Oct 27, 2015

Signature:

Dela Cedillo

City through business and residents allowing
the opportunity to engage in city & business
activities



Staff Report

To: Mayor & Council
From: Bev Adams, Finance Director *BA*
Date: November 12, 2015
Subject: 1st Quarter Financial Statements

Background

Attached are the City's financial statements covering the period of July 1 through September 30, 2015.

The implementation of the City's first biennial budget has initiated a couple of changes to the financial reports:

- 1) the budget column is the total two-year budget
- 2) % of biennial budget is based on 24 months, not twelve

Other than adjusting to larger budget numbers, there isn't a significant difference in the financial presentation. Pages 1 – 6 are fund statements which report the overall performance of each fund including revenues, expenses, and showing fund balance for the current reporting period. Page 7 is the budget compliance report which provides the overview of departmental operations in comparison to the adopted budget.

The beginning fund balances shown were unaudited at the time these statements were prepared; however, we believe that most projected fund carryovers were met or exceeded at year end except in the Debt Service Fund.

Revenues - are coming in as expected for the period. Budgeted fiscal year transfers have been recorded with the exception of transfers relating to the Freeman road project. (Changes in this project necessitate a supplemental budget amendment to be completed later this fiscal year)

In the General Fund there are three revenues that may appear abnormal for the period; business licenses (Licenses & Fees) which are billed out and due in July and therefore received far above the average at 49% received/budget; property taxes (Taxes) which trickle in until mid-November and appear way under the average at 3% received/budget; and a grant from OR Community Foundation in the amount of \$35,395 which increased (Miscellaneous) revenues to 24% received/budget. (The grant is for the construction of the Skyrman Arboretum)

High Tech Crime Fund is ready to be closed. The transfer of \$20,000 to the General Fund concludes the business transactions for this fund. The remaining cash balance of \$106,600 will be dispersed once it is determined how the funds will be used.

Street, Water and Stormwater Fund revenues are in line for the first quarter. However, in the Street Fund "Charges for Services" appear to be lagging at 9% received/budget. This is due to the category including both street utility fees and system development fees which are dependent on building permit activity. Due to anticipated large commercial projects, the revenue budgeted for SDC's in the 2015/16 fiscal year are over 1.2 million. Of the \$205,145 accounted for in this period, \$121,415 is from street utility fees and \$83,730 from SDC's.

Building Fund (Charges for Services) permit revenues are encouraging at \$86,123 (23%) for the first quarter. Below is a brief recap of building permit activity for the same period over the past few years:

- FY 2011 - \$11,058
- FY 2012 - \$23,400
- FY 2013 - \$42,751
- FY 2014 - \$48,709
- FY 2015 - \$86,123

Expenses - operational expenses (pg. 7) are within reasonable limits of the budget for the first quarter. Again, annual transfers were recorded and those transactions appear as expenses to the originating fund and as revenue to receiving fund. There are no debt service payments due within this time period.

Recommended Action:

That Council review and accept the first quarter financial statements.

City of Central Point
Council Financial Statements
For period ending September 30, 2015

% of biennial budget 12.50%

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	Percentage Received/Used
General Fund				
Revenues				
Taxes	\$13,163,000	\$434,536	\$12,728,464	3.30%
Licenses & Fees	120,550	58,795	61,755	48.77%
Intergovernmental	1,185,990	86,462	1,099,528	7.29%
Charges for Service	2,320,700	296,900	2,023,800	12.79%
Fines and Forfeitures	180,000	17,017	162,983	9.45%
Interest Income	35,000	4,060	30,940	11.60%
Miscellaneous	344,000	81,254	262,746	23.62%
Transfers In	20,000	20,000	0	100.00%
Total Revenues	17,369,240	999,023	16,370,217	5.75%
Expenditures by Department				
Administration	1,493,200	169,807	1,323,393	11.37%
City Enhancement	408,000	48,015	359,985	11.77%
Technical Services	1,134,050	177,702	956,348	15.67%
Mayor & Council	123,100	21,270	101,830	17.28%
Finance	1,617,300	203,408	1,413,892	12.58%
Parks	1,796,670	240,005	1,556,665	13.36%
Recreation	1,109,350	94,901	1,014,449	8.55%
Planning	1,126,150	112,451	1,013,699	9.99%
Police	8,781,750	989,947	7,791,803	11.27%
Interdepartmental	265,000	111,005	153,995	41.89%
Transfers Out	212,850	106,250	106,600	49.92%
Contingency	180,000	0	180,000	0.00%
Total Expenditures by Department	18,247,420	2,274,761	15,972,659	12.47%
Net Change in Fund Balance		(1,275,738)		
Beginning Fund Balance	2,501,250	2,841,749	340,499	
Ending Fund Balance	1,623,070	1,566,011	(57,059)	

**City of Central Point
Council Financial Statements
For period ending September 30, 2015**

% of biennial budget 12.50%

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	Percentage Received/Used
High Tech Crime Unit Fund				
Revenues				
Intergovernmental Revenue	\$0	\$0	\$0	0.00%
Charges for Services	0	0	0	0.00%
Miscellaneous	0	0	0	0.00%
Interfund Transfers	0	0	0	0.00%
Total Revenues	0	0	0	0.00%
Expenditures				
Operations	108,525	0	0	0.00%
Transfers	20,000	20,000	0	100.00%
Contingency	0	0	0	0.00%
Total Expenditures	128,525	20,000	0	15.56%
Net Change in Fund Balance		(20,000)		
Beginning Fund Balance	128,525	126,600	(1,925)	
Ending Fund Balance	0	106,600	106,600	

City of Central Point
Council Financial Statements
For period ending September 30, 2015

% of biennial budget 12.50%

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	Percentage Received/Used
Street Fund				
Revenues				
Franchise Tax	\$485,000	\$60,000	\$425,000	12.37%
Charges for Services	2,304,000	205,145	2,098,855	8.90%
Intergovernmental Revenue	1,996,800	265,124	1,731,676	13.28%
Interest Income	16,000	2,493	13,507	15.58%
Miscellaneous	385,000	2,899	382,101	0.75%
Transfers In	0	0	0	0.00%
Total Revenues	5,186,800	535,661	4,651,139	10.33%
Expenditures				
Operations	4,206,009	798,233	3,407,776	18.98%
SDC	960,800	25,000	935,800	2.60%
Transfers	45,800	23,000	22,800	50.22%
Contingency	157,000	0	157,000	0.00%
Total Expenditures	5,369,609	846,233	4,523,376	15.76%
Net Change in Fund Balance		(310,572)		
Beginning Fund Balance	1,605,860	1,948,961	343,101	
Ending Fund Balance	1,423,051	1,638,389	215,338	
Capital Improvement Fund				
Revenues				
Intergovernmental	\$60,000	\$0	\$60,000	0.00%
Charges for Services	258,400	56,131	202,269	21.72%
Interest Income	1,400	334	1,066	23.84%
Total Revenues	319,800	56,465	263,335	17.66%
Expenditures				
Parks Projects	80,000	0	80,000	0.00%
Parks Projects - SDC	55,000	0	55,000	0.00%
Transfers Out	143,900	71,950	71,950	50.00%
Total Expenditures	278,900	71,950	135,000	25.80%
Net Change in Fund Balance		(15,485)		
Beginning Fund Balance	157,955	217,144	59,189	
Ending Fund Balance	198,855	201,659	2,804	

City of Central Point
Council Financial Statements
For period ending September 30, 2015

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	% of biennial budget <u>12.50%</u> Percentage Received/Used
Reserve Fund				
Revenues				
Interest	\$6,000	\$762	\$5,238	12.70%
Transfers In	50,000	25,000	25,000	50.00%
Total Revenues	56,000	25,762	25,000	46.00%
Expenditures				
Facility Improvements	0	0	0	0.00%
Total Expenditures	0	0	0	0.00%
Net Change in Fund Balance		25,762		
Beginning Fund Balance	572,850	572,816	(34)	
Ending Fund Balance	628,850	598,578	(30,272)	
Debt Service Fund				
Revenues				
Charges for Service	\$469,400	\$90,200	\$379,200	19.22%
Interest Income	500	278	222	55.66%
Intergovernmental	325,728	0	325,728	0.00%
Special Assessments	44,000	1,438	42,562	3.27%
Miscellaneous Revenue	0	0	0	0.00%
Transfers In	467,250	233,200	234,050	49.91%
Total Revenues	1,306,878	325,117	981,761	24.88%
Expenditures				
Debt Service	1,283,880	0	1,283,880	0.00%
Total Expenditures	1,283,880	0	1,283,880	0.00%
Net Change in Fund Balance		325,117		
Beginning Fund Balance	14,769	18,490	3,721	
Ending Fund Balance	37,767	343,607	305,840	
Building Fund				
Revenues				
Charges for Service	\$371,200	\$86,123	\$285,077	23.20%
Interest Income	2,400	529	1,871	22.05%
Miscellaneous	0	0	0	0.00%
Total Revenues	373,600	86,652	286,948	23.19%
Expenditures				
Personal Services	338,020	31,490	306,530	9.32%
Materials and Services	53,900	7,525	46,375	13.96%
Contingency	4,500	0	4,500	0.00%
Total Expenditures	396,420	39,015	357,405	9.84%
Net Change in Fund Balance		47,638		
Beginning Fund Balance	199,625	274,035	74,410	
Ending Fund Balance	176,805	321,673	144,868	

City of Central Point
Council Financial Statements
For period ending September 30, 2015

% of biennial budget 12.50%

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	Percentage Received/Used
Water Fund				
Revenues				
Charges for Services	\$6,024,000	\$1,238,671	\$4,785,329	20.56%
Interest Income	12,000	2,396	9,604	19.96%
Miscellaneous	16,000	2,598	13,402	16.24%
Total Revenues	6,052,000	1,243,664	4,808,336	20.55%
Expenditures				
Operations	6,371,450	668,849	5,702,601	10.50%
SDC Improvements	150,000	1,276	148,724	0.85%
Contingency	151,100	0	151,100	0.00%
Total Expenditures	6,672,550	670,126	6,002,424	10.04%
Net Change in Fund Balance		573,539		
Beginning Fund Balance	1,660,995	1,909,814	248,819	
Ending Fund Balance	1,040,445	2,483,353	1,442,908	
Stormwater Fund				
Revenues				
Charges for Services	\$1,787,700	\$224,814	\$1,562,886	12.58%
Interest Income	7,000	1,291	5,709	18.44%
Miscellaneous	2,000	119	1,881	5.95%
Total Revenues	1,796,700	226,224	1,570,476	12.59%
Expenditures				
Operations	1,876,740	178,618	1,698,122	9.52%
SDC	113,460	13,045	100,415	11.50%
Contingency	171,500	0	171,500	0.00%
Total Expenditures	2,161,700	191,664	1,970,036	8.87%
Net Change in Fund Balance		34,560		
Beginning Fund Balance	897,860	985,898	88,038	
Ending Fund Balance	532,860	1,020,458	487,598	

**City of Central Point
Council Financial Statements
For period ending September 30, 2015**

% of biennial budget 12.50%

	2015/17 Biennial Budget	Year to Date Revenues & Expenditures	Difference	Percentage Received/Used
Internal Services Fund				
Revenues				
Charges for Services	\$2,474,000	\$311,458	\$2,162,542	12.59%
Interest Income	1,000	312	688	31.21%
Miscellaneous	2,000	67	1,933	3.36%
Total Revenues	2,477,000	311,837	2,165,163	12.59%
Expenditures				
Facilities Maintenance	559,500	43,683	515,817	7.81%
PW Administration	1,192,600	135,029	1,057,571	11.32%
PW Fleet Maintenance	762,600	61,215	701,385	8.03%
Interfund Transfers	50,000	25,000	25,000	50.00%
Total Expenditures	2,564,700	264,927	2,299,773	10.33%
Net Change in Fund Balance		46,910		
Beginning Fund Balance	153,380	199,402	46,022	
Ending Fund Balance	65,680	246,312	180,632	

City of Central Point
Budget Compliance Report
For period ending September 30, 2015

% of biennial budget 12.50%

Fund	Department/ Classification	2015/17 Biennial Budget	Year to Date Expenditures	Percent Used	Difference
General	Administration	\$1,493,200	\$169,807	11.37%	\$1,323,393
	City Enhancement	408,000	48,015	11.77%	359,985
	Technical Services	1,134,050	177,702	15.67%	956,348
	Mayor and Council	123,100	21,270	17.28%	101,830
	Finance	1,617,300	203,408	12.58%	1,413,892
	Parks	1,796,670	240,005	13.36%	1,556,665
	Recreation	1,109,350	94,901	8.55%	1,014,449
	Planning	1,126,150	112,451	9.99%	1,013,699
	Police	8,781,750	989,947	11.27%	7,791,803
	Interdepartmental	265,000	111,005	41.89%	153,995
	Transfers	212,850	106,250	49.92%	106,600
	Contingency	180,000	0	0.00%	180,000
		Total Expenditures	18,247,420	2,274,761	12.47%
HTCU	Materials and Services	128,525	20,000	15.56%	108,525
	Total Expenditures	128,525	20,000	15.56%	108,525
Street	Operations	4,206,009	798,233	18.98%	3,407,776
	SDC Improvements	960,800	48,000	5.00%	912,800
	Contingency	157,000	0	0.00%	157,000
	Total Expenditures	5,323,809	846,233	15.90%	4,477,576
Capital Projects	Park Projects	80,000	0	0.00%	80,000
	Park Projects - SDC	55,000	0	0.00%	55,000
	Transfers	143,900	71,950	50.00%	71,950
	Total Expenditures	278,900	71,950	25.80%	206,950
Debt Service	Total Expenditures	1,283,880	0	0.00%	1,283,880
Building	Personnel Services	365,620	31,490	8.61%	334,130
	Materials and Services	257,930	7,525	2.92%	250,405
	Contingency	4,500	0	0.00%	4,500
	Total Expenditures	628,050	39,015	6.21%	589,035
Water	Operations	6,371,450	668,849	10.50%	5,702,601
	SDC Improvements	150,000	1,276	0.85%	148,724
	Contingency	151,100	0	0.00%	151,100
	Total Expenditures	6,672,550	670,126	10.04%	6,002,424
Stormwater	Operations	1,876,740	178,618	9.52%	1,698,122
	SDC Improvements	238,460	13,045	5.47%	225,415
	Contingency	46,500	0	0.00%	46,500
	Total Expenditures	2,161,700	191,664	8.87%	1,970,036
Internal Services	Facilities Maintenance	559,500	43,683	7.81%	515,817
	PW Administration	1,192,600	135,029	11.32%	1,057,571
	PW Fleet Maintenance	762,600	61,215	8.03%	701,385
	Transfers	50,000	25,000	50.00%	25,000
	Total Expenditures	2,564,700	264,927	10.33%	2,299,773
	Total City Operations	\$37,289,534	\$4,378,675	11.74%	\$32,910,859

Proclamation in Recognition of Crater Comets Football

WHEREAS, The Crater Comets Football team has shown great spirit this year by remaining undefeated in the regular season; and

WHEREAS, athletics is one of the most effective avenues available through which student athletes in the United States may develop self-discipline, initiative, confidence, and leadership skills, regardless of background; and

WHEREAS the bonds built between these student athletes will help to break down barriers, while the communication and cooperation skills learned over their years in this football program will play key role in their contributions at home, at work, and in society; and

WHEREAS their hard work, success, and accomplishments are the pride of our community.

NOW THEREFORE, I, Hank Williams, Mayor of Central Point, do hereby declare November 13th, 2015, as

“ Crater Comets Football Day ”

And extend them our very best wishes for an exciting day and even better tomorrow.

IN WITNESS WHEREOF, I hereby set my hand this 12th, day of November, 2015.

Mayor Hank Williams
City of Central Point

Ordinance

TSP Amendment Refining Gebhard Road Extension



STAFF REPORT

November 12, 2015

AGENDA ITEM: File No. 15024

Consideration of an Amendment to the Comprehensive Plan, Transportation System Plan (TSP) to incorporate Option “C” as the preferred routing for the southerly extension of Gebhard Road. **Applicant:** City of Central Point.

STAFF SOURCE:

Don Burt AICP, Planning Manager

BACKGROUND:

The City’s Development Commission contracted with JRH Transportation Engineering to assist with the evaluation of route alternatives for the southerly extension of Gebhard Road to East Pine Street as generally illustrated in Figure 7.1 of the TSP. The purpose of evaluating route alternatives is to pre-define, and adopt as part of the City’s TSP, a route that will be applied to the general area’s development proposals, thus assuring completion of a north/south collector extension from Gebhard Road to East Pine Street.

The identification of a preferred route initially focused on Gebhard Road, and included considerable public input, particularly from the study area residents. The following is an accounting of the public meeting dates and outcomes:

February 11, 2015 a public workshop was conducted to discuss and identify alternative routes. Most of the workshop participants were stakeholders (property owners) within the Study Area. At the workshop the participants identified fourteen (14) alternative route ideas for Gebhard Road. Each of the alternatives were compared and consolidated into four basic options (See attached draft *Gebhard Road Alignment Study, June 17, 2015*).

June 17, 2015 another workshop was held, inviting property owners within and adjacent to the Study Area to comment on the draft *Gebhard Road Alignment Study*. At the workshop each of the four options were presented and discussed. At the end of the workshop a vote was taken on each of the options. The consensus was for Option “C”.

July, 7, 2015, a draft of the Gebhard Road Alignment Study dated June 17, 2015 was presented to the Planning Commission for their initial review. The public was again invited to comment. Discussion was continued to the August 4th Planning Commission meeting.

July 14, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented to the Citizens Advisory Committee (CAC). The CAC’s consensus was for Option “C”.

August 4, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented and discussed with the Planning Commission and the public. It was the Planning Commission’s recommendation to proceed with Option “C”.

August 13, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented and discussed with the Development Commission. The Development Commission's consensus was to accept Option "C" as recommended by the Planning Commission and to proceed with incorporation of Option "C" as part of the City's TSP.

October 6, 2015 the Planning Commission held a public hearing taking public comment on amendments to the TSP incorporating Option "C". The comments from the public hearing have been addressed in Attachment "A – *Gebhard Road Alignment Study, October 6, 2015*". The Planning Commission approved Resolution No. 824 forwarding to the City Council a recommendation to amend the TSP to include the re-alignment of Gebhard Road per Option "C".

Although Option "C" is referred to as the Gebhard Road alignment it is based on a series of street segments linked by roundabouts to provide a north/south collector connection between Wilson Road and East Pine Street. The pre-dominant road in this system is Gebhard Road, and is therefore referred to as the Gebhard Road alignment. For reasons presented in the *Gebhard Road Alignment Study, October 6, 2015* Option "C" is the most practical means of providing for a north/south collector through the area.

FINDINGS

INTRODUCTION: The City's 2008 Transportation System Plan (TSP) currently designates Gebhard Road as a collector street, with the expectation that by 2020 it will be extended southerly to East Pine Street¹. Figure 7.1 of the TSP identifies, in a very general manner, the extension of Gebhard Road to East Pine Street. The purpose of this TSP amendment is to provide a more definitive alignment of Gebhard Road to be applied as a condition of the area's development. The functional classification of Gebhard Road remains as a minor collector street.

A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan is based on written findings and conclusions that address the following:

- A. Approval of the request is consistent with the applicable statewide planning goals;
- B. Approval of the request is consistent with the Central Point comprehensive plan; and
- C. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

FINDING: Pursuant to OAR 660-12-0005(25)(36), the identification of the future alignment of Gebhard Road is considered a "Refinement Plan" and "Transportation Plan Development" providing additional information regarding the alignment and development standards for Gebhard Road, a designated collector street. The proposed Gebhard Road alignment is considered a minor amendment for the following reasons:

- 1. It moves the alignment easterly to avoid prior physical conflicts with environmental lands and topography.
- 2. The currently designated function and standards for Gebhard Road remains as a minor collector street. The proposed Gebhard Road alignment does not re-define Gebhard Road's current minor collector street designation, or design.
- 3. The proposed alignment does not alter, or otherwise adversely affect, lands within the vicinity of the proposed alignment or their zoning and land use designations.

¹ City of Central Point 2008 Transportation System Plan, Section 7.2.2.2(3) and Figure 7.1

FINDING, Citizen Involvement: The proposed TSP amendment is considered a minor amendment per CPMC Section 17.96 and is subject to procedural Type III notification per CPMC Section 17.050.400. The notification requirement for Type III actions have been met. Additionally, the City has conducted numerous neighborhood work sessions to gather in put and discuss alignment options (see Background above).

FINDING: Pursuant to OAR 660-12-0005(36), identification of the future alignment of Gebhard Road is considered "Transportation Project Development", the intent of which is to refine and facilitate implementation of Project No. 220 of the City's TSP, the southerly extension of Gebhard Road. The TSP is being amended to include reference to the *Gebhard Road Alignment Study* as relates to the already existing Project No. 220.

FINDING: OAR 660-0012, This amendment has been prepared in compliance with Oregon state adopted rules governing preparation and coordination of transportation system plans which are collectively referred to as the Transportation Planning Rule (TSP).

FINDING: OAR 660-012-0010(1). The proposed alignment of Gebhard Road is considered "transportation project development" for Project No. 220 of the TSP. the intent of the alignment of Gebhard Road is to identify a refined location, alignment, and preliminary design for Gebhard Road as per Project No.220.

FINDING: OAR 660-012-0010(2). The proposed TSP amendment will reference the *Gebhard Road Alignment Study, October 6, 2015* as the official alignment of Gebhard Road as it extends southerly. In addition ti the reference the TSP amendment will also include amendments to prior illustrations in the TSP as relates to Gebhard Road.

FINDING: OAR 660-012-0060. The proposed amendment does not require, or cause, any changes in the area's land use designations, or zoning. As such OAR 660-012-0060 is not applicable. The purpose of the amendment is to refine the location and design criteria for the southerly extension of Gebhard Road, and to reference the *Gehard Road Alignment Study* as a support document to the TSP.

In an effort to assist Planning Commissioners in their review and recommendation to the City Council, staff has limited attachments to excerpts from the TSP chapters that should be amended (Attachment "B") and the Planning Commission Resolution (Attachment "C"). Copies of one or both IAMPs are available upon request.

ATTACHMENTS

Attachment "A" – Ordinance No. ___ An Ordinance Amending The Transportation System Plan (TSP) of the Central Point Comprehensive Plan to Incorporate By Reference the Interchange Area Management Plans (Iamps) for I-5 Exits 33 And 35.

Attachment "A" – *Gebhard Road Alignment Study, October 6, 2015*

Attachment "B" – Proposed TSP Amendments

Attachment "C" – Planning Commission Resolution No. 824

Attachment "D" – Draft Ordinance

ACTION

Open public hearing and consider the proposed admendment to the TSP, close public hearing and 1) forward the ordinance to a second reading, 2) make revisions and forward the ordinance to a second reading or 3) deny the ordinance.

RECOMMENDATION

Discuss ordinance proposal and forward ordinance and amendments to a second reading.

GEBHARD ROAD ALIGNMENT STUDY

An Alignment Plan for
the Southerly Extension
of Gebhard Road to
East Pine Street

City of Central Point
October 6, 2015

City of Central Point Community Development Department

City of Central Point Public Works Department

JRH Transportation Engineering

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CITY OF CENTRAL POINT GEBHARD ROAD ALIGNMENT PLAN

October 6, 2015

SUMMARY

The City's 2008 Transportation System Plan (TSP) noted that that by 2020 Gebhard Road, a local collector street, would eventually be extended south to intersect with East Pine Street¹. As extended, Gebhard Road would provide north/south connectivity to the vacant lands north of East Pine Street. The TSP did not identify a specific route for Gebhard Road's extension, nor did it include Gebhard Road's extension as a specific project in the TSP. Because the area served by the Gebhard Road extension is one of the City's largest areas of vacant land it is appropriate at this time to identify a specific route in advance of development, and to refine the TSP to include the alignment as a southerly collector to East Pine Street.

After many months and public meetings the City, in collaboration with the Study Area stakeholders identified Option "C" of this Report as the preferred alignment (Figure 1) for the southerly extension of a collector street to East Pine Street. Initially, it was believed that Gebhard Road could be extended south across Beebe Road using its current alignment. However, it soon became evident that this option had topographic and environmental issues relative to its proximity to Bear Creek, and that its extension was not consistent with the Studies other evaluation criteria. To meet the alignment objectives it was determined that Gebhard Road had to move easterly, away from bear creek.

Although peculiar in its alignment configuration (use of multiple redirecting roundabouts and street segments, and not totally reliant on Gebhard Road) Option "C" does establish, as a collector, a route that manages traffic speed, preserves the areas residential character, and provides connectivity to East Pine Street. The existing



Figure 1, OPTION
"C"

¹ City of Central Point 2008 TSP, Section 7.2.2.2(3)

southerly end of Gebhard Road, south of the first roundabout will be retained as a standard residential street intersecting with Beebe Road.

Under Option “C” the proposed alignment will be built to City residential collector street standards, with bike lanes, parking, and landscape row adjacent to curb for the areas zoned residential (ST-20). For commercially zoned areas the three lane collector street standards with bike lanes, turn lane and landscape row adjacent to the curb will be used (ST-21). The two roundabouts, because of their location on multiple properties, will need to be designed and staged to be constructed over time. During the interim, if adequate right-of-way cannot be assembled, ninety degree elbows will be acceptable, provided adequate roundabout right-of-way is obtain as a condition of any initial development proposal(s). The section of existing Gebhard Road south of the proposed roundabout would be constructed to standard local street standards (ST-15).

BACKGROUND

On February 11, 2015 the City held a workshop to introduce and discuss alignment options for the southerly extension of Gebhard Road to East Pine Street. At the conclusion of the workshop over ten (10) alignment proposals were presented. Each alignment proposal was evaluated, and where appropriate consolidated with other similar proposals. The result was four alignment options. Each alignment option was then compared against the criteria listed in this report (see Evaluation Criteria). On June 17, 2015 the City met with the Stakeholders to discuss each of the four options and how they measured against the evaluation criteria. On February 3, 2015 and July 7, 2015 the Planning Commission, at a regularly scheduled meeting discussed the purpose of the route analysis and identified a preferred alignment option. Both the Stakeholders and the Planning Commission identified Option “C” as the preferred route.

STUDY OBJECTIVE

Gebhard Road currently terminates at its intersection with Beebe Road, with continuing traffic diverting east on Beebe Road. In the City’s Transportation System Plan (TSP) Gebhard Road is designated as a north/south collector street extending from Wilson Road south to East Pine Street. However, a specific route for the southerly extension of Gebhard Road has not been identified. The current TSP² shows Gebhard Road generally meandering south to intersect with East Pine Street.

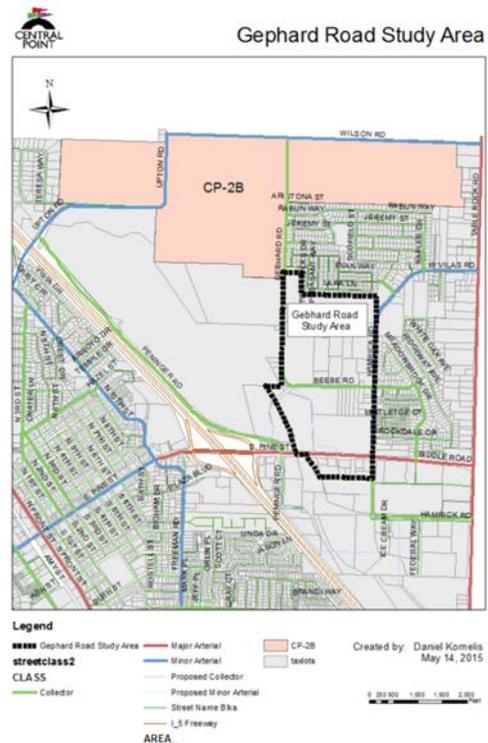


Figure 2. Gebhard Road Study Area

² City of Central Point 2008 TSP, Figure 4.1

As a collector street Gebhard Road is expected to have an estimated 2038 average daily traffic (ADT) count of 3,000 trips (Appendix “A”). As a collector the preferred design should complement the planned residential character of the Study Area, including abutting lands to the west and north. The end result would be an alignment that supports north/south connectivity through the Study Area and achieves the following objectives:

1. Encourages pedestrian and bicycle use;
2. Seamlessly integrates into, and enhances the residential character of the Study Area;
3. Provides north/south connectivity through the Study Area; and
4. Retains the westerly extension of Beebe Road across Bear Creek.

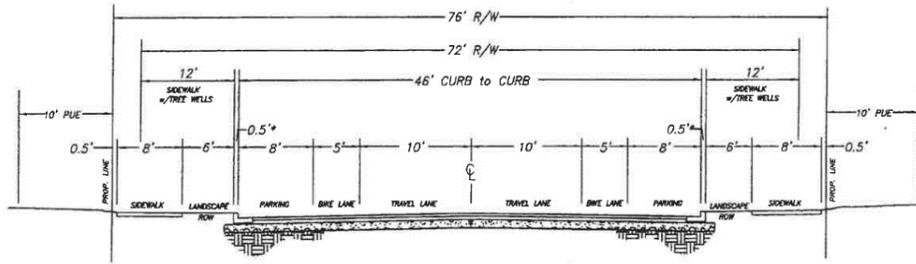
Haskell Street in Twin Creeks (Figure 4) is an example of the type of environment to be achieved with the extension of Gebhard Road, particularly in the residentially zoned areas.



Figure 3. Residential Collector – North Haskell Street

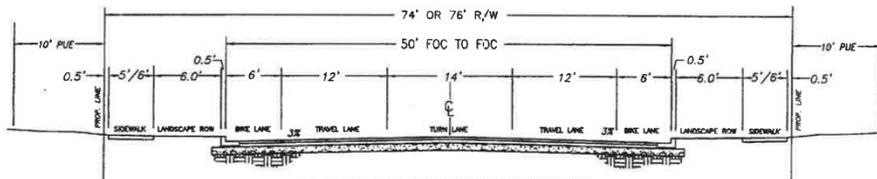
Design Elements

The Gebhard Road Re-alignment proposes to utilize the City’s Residential Collector standard (Figure 4) where it traverses residentially zoned lands and the commercial collector standard through commercially zoned lands (Figure 5).



2 LANE COLLECTOR STREET
 W/BIKE LANES, W/PARKING, W/LANDSCAPE ROW
 NOT TO SCALE

Figure 4. Residential Collector



3 LANE COLLECTOR STREET
 W/BIKE LANES, W/O PARKING, W/LANDSCAPE ROWS
 NOT TO SCALE

Figure 5. Commercial Collector

Each of the alignment options includes design elements to achieve the residential and commercial character planned for the general area as provided below. This is primarily accomplished through the use of traffic calming techniques.

- All residential development will be designed and constructed to front on Gebhard Road with vehicular access from a rear alley. Commercial development should also front on Gebhard Road, or one of the other higher order streets (East Pine Street or Hamrick Road).
- Posted Speed – 25 mph preferred, reflecting the desire to provide reasonably safe and comfortable residential speeds for all modes. Currently, Haskell Street is posted with a 25 mph speed limit.
- Design Speed – 30-40 mph. The design speed should be slightly higher than the posted speed, but not so high as to encourage speeding.
- Number of through Lanes – 1 in each direction (2 total), or as an option 1 in each direction plus an intermittently landscaped, or back-to-back, turning lane at busier intersections.

- Lane Width – Minimum 10 ft. lanes.
- Minimum curve radius 300 feet.
- Bicycle Accommodations – Bicycle lanes are especially important to complete or continue a bicycle network. Bicycle lanes shall be a minimum 5 ft. wide and striped.
- Sidewalks – Pedestrian activity is expected and encouraged. Therefore, minimum 8 ft. wide unobstructed sidewalks shall be provided along residential areas and a 12 ft. wide sidewalk for commercial areas.
- Planting Strips – A design priority necessary to separate pedestrians from vehicles, provide a better walking environment, and enhance the streetscape. For residential development the planting strip should be a minimum of 6 ft. between curb and sidewalk to allow adequate area for meaningful landscaping. For commercial development the planting strip shall be replaced with a 12 ft. sidewalk with street trees in tree wells.
- Bus Stops – Gebhard Road should be designed to accommodate future bus services.
- Lighting – Decorative street lighting is to be provided. Pedestrian lighting should be sufficient to illuminate the sidewalk, as well as to provide for pedestrian visibility and safety from crime.
- Block Length – Maximum is 600 feet (CPMC 17.67.040(A)) to provide more frequent and accessible opportunities for crossings and to enhance connectivity for all modes.
- On-Street Parking – For residential development on-street parking is required as a traffic calming design element providing further separation from cars and pedestrians. For commercial development the on-street parking may be removed to allow for a third center turn lane.
- Driveways – For residential development driveways shall be limited to side streets/alleys. For commercial development driveways shall be limited to common/shared use driveways.
- Traffic Calming – On-street parking, short block lengths, roundabouts, landscape strip, curb extensions are all part of the design to reduce traffic speeds.

Evaluation Criteria

Each option can be divided into two distinct areas; the area north of Beebe Road, and the area south of Beebe Road. Most of the variation in options occurs in the northerly area, while the southerly area remains rather constant.

The following criteria were used in evaluating each option:

1. **Development of abutting lands.** Evaluates the efficiency of a proposed alignment on:
 - a. Neighborhood Connectivity – The preferred alignment must allow for connectivity to abutting and future neighborhood street networks.
 - b. Residual property – The preferred alignment should minimize the creation of small residual properties, or properties that are difficult to develop.
 - c. Existing Homes – The preferred alignment should minimize impacts on existing residential units.
2. **Construction phasing.** Because the realignment and extension of Gebhard Road will be the responsibility of separate developers, occurring at different times, it is important that the preferred option be easily phased without major disruption to current travel routes.
3. **Westerly extension of Beebe Road.** The preferred alignment must include provisions for the future westerly extension of Beebe Road across Bear Creek.
4. **North/South connectivity.** The preferred alignment must provide convenient north/south connectivity to East Pine Street (across from Sonic).
5. **Environmental impacts.** The preferred alignment should minimize impact on environmentally sensitive areas.
6. **Cost** – This criterion is a proxy measurement comparing the net relative cost of each option. The measurement is based on the amount of new right-of-way needed for each option.
7. **Safety** – The primary safety concern is the curve radius. A minimum radius of 300 feet is the accepted standard. A radius less than that is considered unsafe. Other safety issues are mitigated through use of the Design Elements previously noted.

Options involving routes easterly of the Shepherd of the Valley Church were looked at, but quickly abandoned due to the impact on existing homes and phasing.

OPTION “A” – WESTERLY ALIGNMENT

North Area: The northerly area of Option “A” (Figure 6) relies heavily on the continued use of the existing Gebhard Road right-of-way. At the southerly end of this section of Gebhard Road the right-of-way transition radius has been increased and moved slightly to the east to align with the continued extension of Gebhard Road south of Beebe Road.

South Area: South of Beebe Road the extension of Gebhard Road would continue diagonally southeast across the Beebe Farms property before turning south to intersect with East Pine Street.

Beebe Road is proposed to extend westerly across Bear Creek, but to do so requires that said alignment be moved south of the current old crossing. This southerly movement was necessary to maintain minimum sight distance standards along Gebhard Road.

Positive

1. Development of abutting lands.

- a. Neighborhood Connectivity (Good). For development north of Beebe Road this option retains most of the current right-of-way and as such does not alter the current development options of properties to the north, west, and east. The one exception is the property at the northeast corner of Beebe Road and Gebhard Road (White Hawk) through which Gebhard Road would be slightly realigned (new right-of-way) easterly cutting into the property.
- b. Residual Property (Fair). For the northerly area the future development status of the properties is unaffected when compared to current conditions. Again, the only exception is the southwesterly corner of the White Hawk property.

South of Beebe Road the extension of Gebhard Road will require new right-of-way through two (2) undeveloped parcels. The parcel immediately south of Beebe Road (Beebe Farms) would be diagonally traversed by the proposed right-of-way resulting in two triangular shaped parcels. The property is zoned MMR with a density of 14-32 units/net acre. Without the extension a road network would still be required to serve the property when developed. For the property (Wal-Mart) south of Beebe Farms the proposed alignment will roughly bisect the parcel. This property is zoned for commercial use.

2. **Construction phasing** (Good). Option “A” can reasonably accommodate phasing for the extension of Gebhard Road. Phasing can be accomplished without disruption to the current traffic routing. The needed new right-of-way is limited to three (3) undeveloped properties (White Hawk, Beebe Farms, and Wal-Mart) that have the potential for development by 2025.
3. **North/south connectivity** (Good). Convenient uninterrupted north/south connectivity is provided.

Neutral

1. Development of abutting lands.

- a. Existing homes (Fair). Because of the wider right-of-way requirement for development as a collector the existing residences (4) on the west side of Gebhard Road will be affected to varying degrees. One of the residences is currently very close to Gebhard Road.

Negative

1. **Westerly extension of Beebe Road (Poor).** This option does not provide for direct extension of Beebe Road west across Bear Creek. This is not possible due to a combination of minimum curve radius requirements and the presence of a planned north/south street along the west side of the Shepherd of the Valley Church. Access to the west side of Bear Creek is provided, but via Gebhard Road.
2. **Environmental impacts (Poor).** The proposed future westerly extension of Beebe Road will impact lands within the flood hazard area, and that are part of the Bear Creek Greenway.



Figure 6. Option "A"

OPTION “B” – EASTERLY ALIGNMENT

North Area: Option “B” (Figure 7) is similar to Option “A”, but moves most of the northerly Gebhard Road realignment in an easterly direction approximately 600 feet. The remnant right-of-way (south of where Gebhard Road turns east) would be incorporated into the future neighborhood circulation system for abutting properties.

South Area: Although similar to Option “A” the southerly alignment differs slightly at the northwest corner of the Beebe Farms property, which has been eliminated.

Positives

1. **Development of abutting lands.**
 - a. Neighborhood connectivity: (Fair). Due to the introduction of two curves in the proposed alignment access to abutting lands is subject to sight distance requirements, which will control access points along Gebhard Road. Ample opportunity remains for the development of a local street network, but not to the extent of Option “A”.
 - b. Existing homes (Good). Option “B” will not impact any existing homes. The impacted homes in Option “A” will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.
2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.
3. **North/south connectivity** (Good). Convenient direct north/south connectivity.

Neutral

4. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road. Construction of a bridge across will require special permitting.
5. **Development of abutting lands**
 - a. Residual property (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also interferes with the park in the northeastern corner of the proposed White Hawk development.

Negative

6. **Construction phasing** (Poor). Because the construction phasing involves two additional properties vs. Option “A” the construction phasing for Option “B” is not as accommodating as Option “A”. Construction phasing will likely require interim use of the existing Gebhard right-of-way and use of dead ends in the White Hawk development until phasing can be completed.



Figure 7. Option “B”

OPTION “B” – EASTERLY ALIGNMENT ALTERNATIVE

North Area: Option “B-1” (Figure 8) differs from Option “B” by replacing the two northerly 1,000 ft. curve radius with a 300 ft. curve radius. This was done to improve phasing and to avoid much of the park in the proposed White Hawk development; otherwise this option is the same as Option “B”.

South Area: The South Area is the same as Option “B”.

Positives

1. **Development of abutting lands.**
 - a. Neighborhood connectivity (Fair). The development of abutting lands is somewhat improved over Option “B” in that the two northerly properties have been removed from the proposed right-of-way through the use of a 300 foot radius vs. the 1,000 ft. radius. The tighter radius does restrict access points to a greater extent than Option “B”. Given the variable development standards of the TOD this should not result in a reduction in density.
 - b. Existing homes (Good). Option “B” will not impact any existing homes. The impacted homes in Option A will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.
2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.
3. **North/south connectivity** (Good). Convenient direct north/south connectivity.
4. **Construction phasing** (Good). The construction phasing for Option “B-1” is similar to Option “A”. This has been accomplished by removing the northerly most parcel from the alignment.

Neutral

5. **Neighborhood Connectivity**
 - a. Residual property (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also conflicts with the park in the northeastern corner of the proposed White Hawk development, although to a lesser extent than Option “B”. This option also conflicts with the proposed White Hawk development (See Figure 9).
6. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.

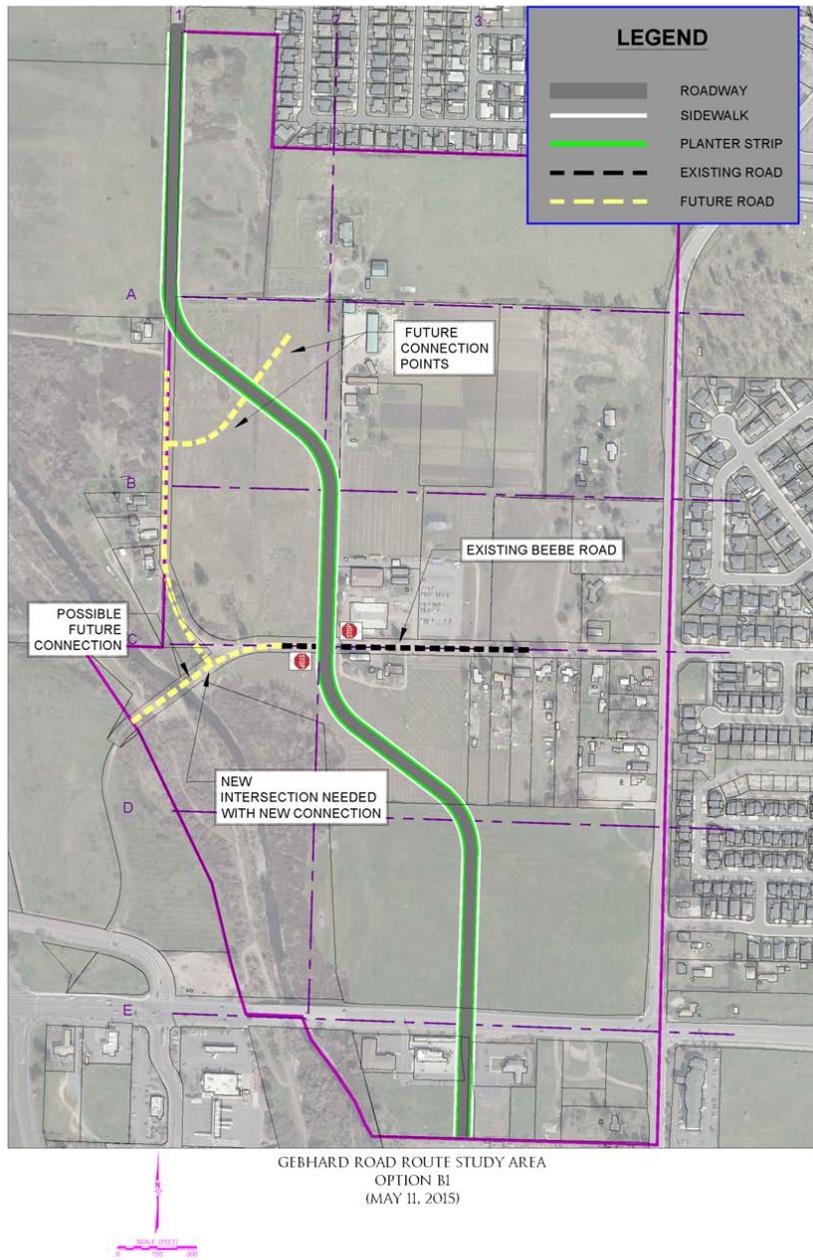


Figure 8. Option B-1

Negative

None

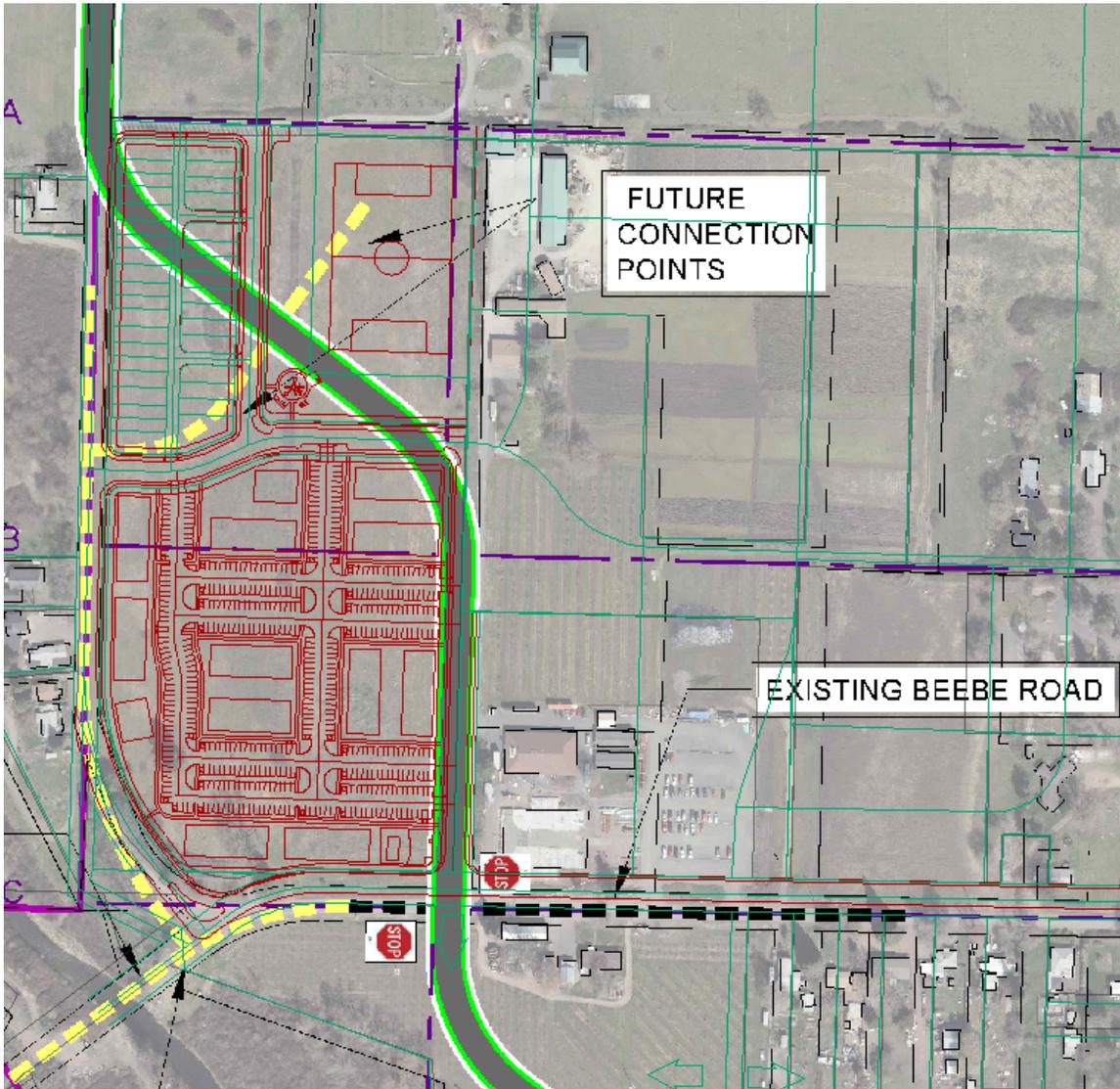


Figure 9. Option B-1 Impacts to the Proposed White Hawk Development.

OPTION “C” ROUNDABOUTS

Option “C” is unique in that it relies on three or more distinct street segments to connect Gebhard Road to East Pine Street. Each directional change is facilitated by the use of a roundabout. The roundabout both traffic speed and direction.

North Area: Option “C” (Figure 10) relies on the use of roundabouts (2) at key intersections to connect Gebhard Road to East Pine Street.

South Area: Option “C” would use the same alignment as proposed on Option “B” and

“B-1”. The diagonal alignment is shown for the southerly area, but this diagonal alignment could also be replaced with roundabouts (2) on the property known as Beebe Farms (located immediately south of Beebe Road) in a manner similar to the North Area.

Positive

1. **Development of abutting lands.**
 - a. Neighborhood Connectivity. Allows for the extension of local street networks throughout the Study Area, similar to Option “A”.
 - b. Residual Property (Good). For the North Area the proposed alignment uses a grid system, which avoids diagonal alignments. As previously noted the diagonal in the South Area could be replaced with roundabouts avoiding any unusable residual property. However, because of the higher density zoning on this property the use of roundabouts may not be necessary.
 - c. Existing Homes (Good). Option “C” will not impact any existing homes.
2. **Construction phasing (Good)**. The construction phasing for Option “C” north of Beebe Road is very feasible (1 parcel dependent). As each parcel is developed the current Gebhard/Beebe alignment can be used. South of Beebe Road two (2) large undeveloped parcels are affected, both of which have potential for development by 2025.
3. **Westerly Extension of Beebe Road (Good)**. The westerly extension of Beebe Road across Bear Creek is accommodated in this option, using of the old right-of-way for Beebe Road as it crosses Bear Creek.



ROUNDAABOUT ON 2-LANE COLLECTOR STREET

Neutral

1. **Environmental impacts (Fair)**. The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.
2. **North/south connectivity (Fair)**. North/South connectivity may be considered less convenient due to the use of roundabouts. However, the roundabouts will

moderate traffic speeds, assisting in retaining the residential character of the neighborhood, while at the same time allowing for north/south connectivity. The section of Gebhard Road south of the proposed roundabout would be constructed to standard local street standards.

3. **Phasing** (Fair/Poor). As a result of the additional right-of-way needs for the roundabouts and the location of the roundabouts, two additional properties are necessary for the completion of the roundabouts, thus complicating construction phasing. In the interim standard intersection design could be used.

Negative

None

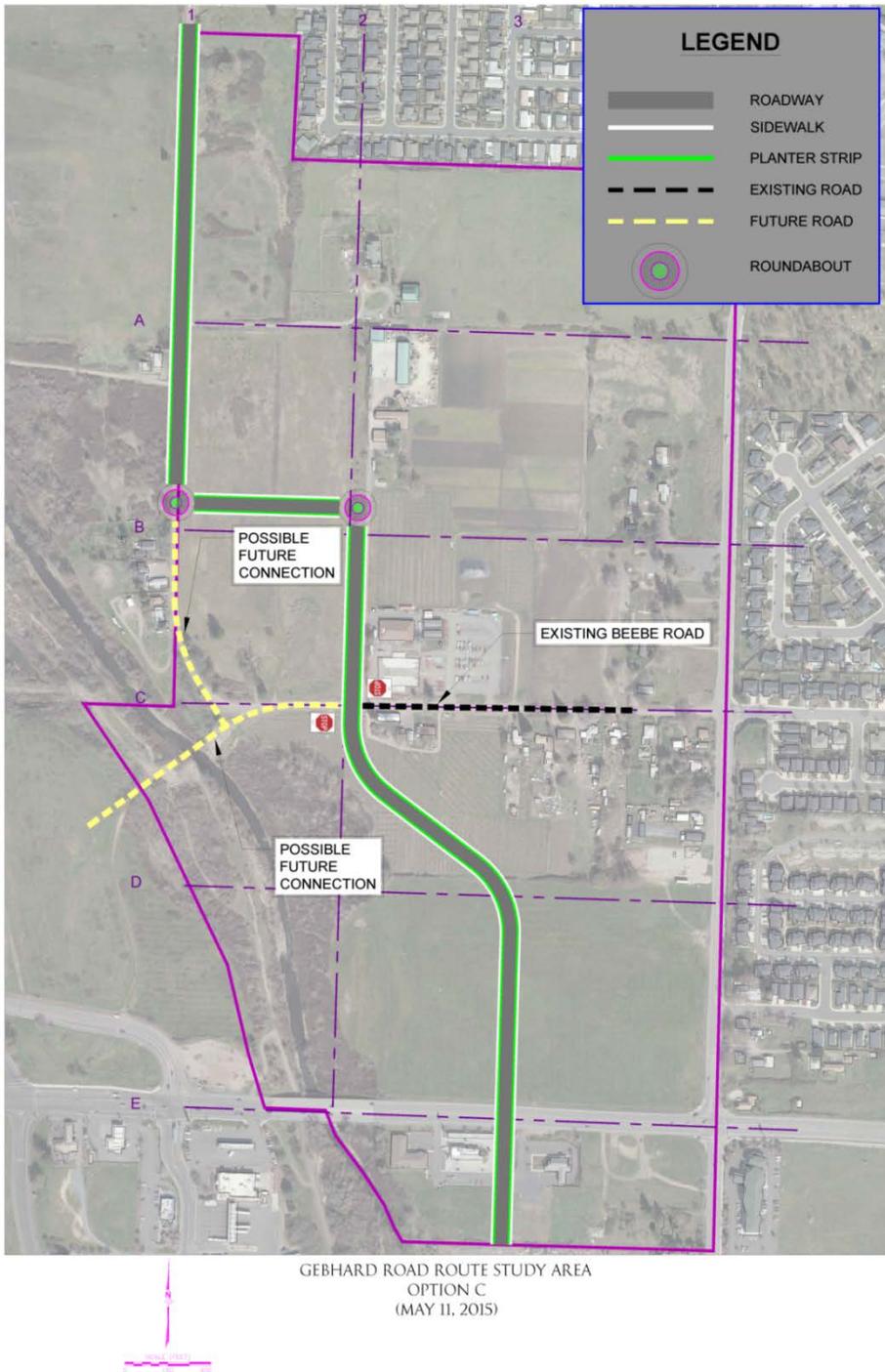


Figure 10. Option “C”

GEBHARD ROAD INTERSECTION ANALYSIS

In the current TSP Gebhard Road is expected to intersect with East Pine Street approximately 700 feet west of Hamrick Road³. It is expected that this intersection will be development driven and require signalization at time of development. This proposed intersection is common to all tested Gebhard Road route options. As a part of Gebhard Road Route Analysis the compatibility of the proposed intersection with ODOT's IAMP-33 modelling has been confirmed. Confirmation of the intersections compatibility with IAMP-33 was tested against four ODOT criteria as follows:

1. The new intersection must meet the mobility standards adopted for the corridor.
2. The new intersection must not cause any ODOT intersection to exceed a mobility standard adopted for the corridor. The City of Central Point has the authority to adopt local performance standards so ODOT is neutral on non-ODOT intersections.
3. The new intersection must not increase congestion between the Interstate-5 northbound ramps and Penninger Road to the extent that it results in a backup on to the freeway, and
4. Traffic progression along East Pine Street can be maintained if the Gebhard Road intersection is completed and controlled by a traffic signal.

In a report prepared by JRH Transportation Engineers entitled *Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015* (Appendix "A") all the ODOT criteria were addressed and found to be compatible and consistent with the modeling used in IAMP-33.

CONCLUSION

Option "C" is the preferred option of both the Study Area stakeholders and the City of Central Point. The alignment proposed in Option "C" serves as a refinement of the proposed extension of Gebhard Road as presented in the 2008 TSP.

³ City of Central Point 2008 Transportation System Plan, p. 69

APPENDIX "A"

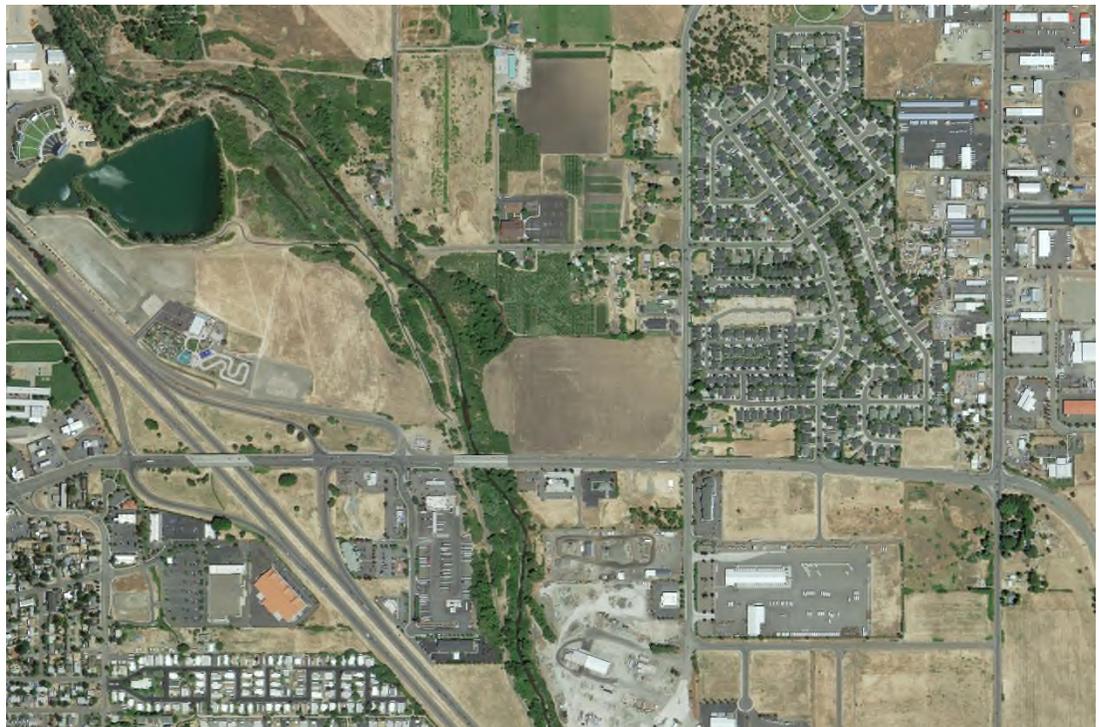
**Gebhard Road Intersection
Traffic Impact Analysis
Central Point, OR
June 4, 2015**

JRH Transportation Engineers



GEBHARD ROAD INTERSECTION

TRAFFIC IMPACT ANALYSIS



CITY OF CENTRAL POINT, OREGON
JUNE 4, 2015

TRAFFIC IMPACT ANALYSIS

GEBHARD ROAD INTERSECTION

CENTRAL POINT, OREGON



PROJECT PRINCIPAL: JIM HANKS PE

PROJECT NO. 2409

JUNE 4, 2015

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EXECUTIVE SUMMARY

The information in this report confirms that construction of the Gebhard Road – East Pine Street intersection will not adversely affect traffic along East Pine Street between Hamrick Road and the Interstate 5 Ramps. Based on this confirmation, we recommend that the Gebhard – East Pine Street Intersection be added to the “Interstate -5, Interchange 33 (East Pine Street) Interchange Area Management Plan (IAMP).

The Oregon Department of Transportation (ODOT) is completing the IAMP for Interchange 33 in the City of Central Point. The early iterations of the draft IAMP do not include the planned intersection of Gebhard Road with East Pine Street. The draft IAMPs assume that financing of the intersection would not be available until after the end of the IAMP planning horizon. Recent improvement of the Rogue Valley economy makes it likely that developer financed construction of Gebhard Road itself and its intersection with East Pine Street will occur. Including the intersection to the IAMP at this time will facilitate the construction of Gebhard Road and the accompanying development of the property using it to access the City’s arterial road system.

Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015

The City of Central Point is currently conducting a location study for Gebhard Road. Although the City has not selected a preferred alignment, all alternatives connect to existing Gebhard Road at the north end and directly opposite an existing Gebhard Road right-of-way on the south side of East Pine Street, immediately east of the Sonic Drive-in. Because both ends of the Gebhard Extension are set and the traffic volumes at the proposed intersection alternatives are projected to be identical, the precise alignment to the north and south does not affect on the analysis contained in this letter.

The proposed extension of Gebhard Road would run through Transit Oriented Development (TOD) and Commercial property. Developers representing substantial portions of both land uses have approached the City regarding development. The City has requested ODOT to include Gebhard Road in their recommendation for the Intersection Area Management Plan. The IAMP will become effective when it is adopted as part of the City of Central Point's Transportation System Plan.

In concept, ODOT planners agree with the construction of Gebhard Road and its intersection with East Pine Street; however, to ensure compliance with the goals of the IAMP, they have requested the City to provide analysis confirming that the following standards are met through the planning horizon year of 2038:

- 1) The new intersection must meet the mobility standards adopted for the corridor.
- 2) The new intersection must not cause any ODOT intersection to exceed a mobility standard adopted for the corridor. The City of Central Point has the authority to adopt local performance standards so ODOT is neutral on non-ODOT intersections.
- 3) The new intersection must not increase congestion between the Interstate-5 northbound ramps and Penninger Road to the extent that it results in a backup on to the freeway, and
- 4) Traffic progression along East Pine Street can be maintained if the Gebhard Road intersection is completed and controlled by a traffic signal.

Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015

The remainder of this report explains the process used to determine that each of these tests is met.

The land use and trip generation information used to evaluate these criteria is found in the RVCOG "Year 2038 Alternative Land Use Scenario (ALUS) on Regional Transportation Plan (RTP) (Req 45a) - build-out east of I-5. This plan assumed completion of the 2038 RVMPO v3.1 roadway system. In short, this model assumes build out of Central Point's urban reserve east of I-5; it also assumes that Gebhard Road will **not** intersect with East Pine Street.

David Evans and Associates (DEA) provided JRH with a copy of their SYNCHRO traffic analysis model prepared for the scenario described in the previous paragraph. DEA is ODOT's consultant for the development of the Interchange 33 IAMP. The DEA model, and our analysis assumes that all of the land in the study area is completely developed, and that the total traffic generated in the study area will not change when the intersection is developed.

Although the total traffic volume will not change, traffic patterns will change with the completion of the new intersection. The new intersection will divert traffic that would have used Hamrick Road before its completion, to connect with East Pine Street at the new intersection at Gebhard Road – East Pine Street. Because the total traffic from the area is unchanged, traffic volumes on Pine Street west of Gebhard Road and East of Hamrick Road are virtually the same with or without the signal.

The extension of Gebhard Road falls within RVCOG Transportation Analysis Zone (TAZ) 217. The land use designation is TOD in the north and commercial to the south. The 2038 ALUS model described above, adjusted for the addition of an intersection at Gebhard and East Pine Street, calculates 289 PM peak-hour trips on Gebhard approaching East Pine from the north and 245 heading north from East Pine onto Gebhard. In the JRH SYNCHRO analysis, these trips are rerouted away from Hamrick and added to Gebhard. (See the appendix for an excerpt of the model output).

To assure that model differences do not affect our results, the JRH modeling used the same defaults, assumptions, and even the same version of the SYNCHRO model, as the DEA model. The only changes were to the adjust traffic volumes affected by the new intersection and the addition of the intersection itself.

Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015

The geometry of the evaluated intersections follows the recommended improvements contained in the May 2014 “Revised Draft I-5 Exit 33 (Central Point) Interchange Area Management Plan, Volume 1” prepared by David Evans and Associates, Inc. The improvements are:

- I-5 Northbound Ramp Terminal – dual right-turn lanes, and
- I-5 Southbound Ramp Terminal – dual westbound left-turn lanes

The remainder of this analysis applies directly to the standards set by ODOT for their approval. The attached appendices provide detailed documentation of the calculations and modeling leading to the information summarized below.

Criteria 1: The new intersection must meet the mobility standards adopted for the corridor.

The intersection of Gebhard Road and East Pine Street is projected operate at level-of-service (LOS) C and a volume-to-capacity ratio (v/c) of 0.81. This meets the Jackson County standard of v/c of 0.95 and LOS D and the City of Central Point standard of LOS D,

Criteria 2: The new intersection must not cause any ODOT intersection to exceed a mobility standard adopted for the corridor.

Table 1 shows that all intersections in the corridor will meet the adopted performance standard with the addition of the Gebhard Road – East Pine Street intersection. The Penninger Road – East Pine Street intersection shows a minor reduction in v/c ratio with the addition of the new intersection, probably because of a metering effect of a nearby signal. The Hamrick Road – East Pine Street Intersection will improve in both LOS and V/C. The primary reason is that the Gebhard Road intersection will attract vehicles that would have otherwise used Hamrick.

**Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015**

Table 1 Intersection Performance

Intersection	Standard	2038 Without Gebhard Rd	2038 With Gebhard Rd E
E. Pine Street at SB Off-Ramp	0.85/D	0.65/B	0.65/B
E. Pine Street at NB On-Ramp	0.85/D	0.76/B	0.76/B
E. Pine Street at Penninger Rd	0.95/D	0.94/C	0.93/C
E. Pine Street at Gebhard Rd	0.95/D	N/A	0.81/C
E. Pine Street at Hamrick Rd	0.95/D	0.92/C	0.79/B

Criteria 3: The new intersection must not increase congestion between the Interstate-5 northbound ramps and Penninger Road to the extent that it results in a backup on to the freeway.

Table 2 shows the projected 2038 queue lengths for the NB I -5 ramps at East Pine Street and Penninger Road at East Pine Street intersections both with and without the Gebhard Road intersection. For reasons stated above, the intersection traffic volumes for each movement are the same for both scenarios.

In spite of the identical volumes, there are minor differences in the calculated queue lengths. One reason is that the metering effect of the Gebhard signal can produce tighter traffic platoons approaching the two intersections. Another, probably more important reason, is that the SimTraffic model used to calculate the queue lengths feeds the projected traffic volumes into the system randomly, similar to actual day-to-day traffic flow. Each simulation using SimTraffic is slightly different. In accordance with ODOT standards, each simulation is run five times and averaged.

**Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015**

Table 2: Queue Length

INTERSECTION	MOVEMENT	AVAILABLE STORAGE (feet)	2038 NO-BUILD QUEUING (FEET)		2038 BUILD QUEUING (FEET)	
			AVG.	95TH Percentile	AVG.	95TH Percentile
E. Pine Street and Peninger Rd	EB Left	300	150	225	250	425
	EB Right	225	125	375	125	325
	WB Left	150	50	100	50	75
	NB Left	150	250	300	250	300
E. Pine Street and NB Ramps	EB Left	400	125	326	75	200
	WB Right	275	75	175	75	125
	NB Left	500	150	300	200	375
	NB Right	500	325	631	275	550
	NB Right	500	178	370	250	492

Three locations show 95th percentile queue lengths that exceed the available storage length, the eastbound right turn and the northbound left turn at the East Pine and Penninger Road intersection and the northbound right turn at the I-5 northbound right turn at East Pine Street. All three of these locations are projected to exceed the available storage length at an equal or greater level without the Gebhard Intersection so it can be concluded that the new intersection would have no impact on queuing on the freeway ramps.

Criteria 4: Traffic progression along East Pine Street can be maintained if the Gebhard Road intersection is completed and controlled by a traffic signal,

The Part 10 of ODOT “Analysis Procedures Manual” outlines the process to determine if arterial progression can be maintained with the installation of a new traffic signal. Using the ODOT methodology it was shown that during the PM peak hour, traffic progression will be maintained. The critical I-5 Northbound Ramp intersection with East Pine Street requires 60 seconds westbound and 70 seconds eastbound of green and yellow signal time per cycle to maintain progression. With the Gebhard intersection, 60 seconds westbound and 58 seconds eastbound will be provided.

A signal should not be provided until it is warranted or it can be shown that it will meet signal warrants within a short time after it is installed.

Gebhard Road – East Pine Street Intersection
Traffic Impact Analysis
June 4, 2015

Summary and Conclusion: The analysis contained in this report shows that the proposed Gebhard Road intersection with East Pine Streets meets all the established criteria set by ODOT for inclusion in the Interchange 33 IAMP. It is my recommendation that this be done.



EXHIBIT A

EAST PINE STREET WITHOUT GEBHARD EXTENSION

HCM Signalized Intersection Capacity Analysis
6: E Pine St & SB Off Ramp

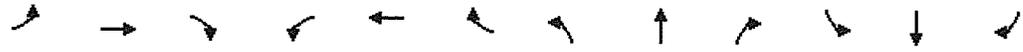
5/27/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↔	↑↑					↔	↑	↔
Volume (vph)	0	1065	315	375	1560	0	0	0	0	275	2	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3292	1458	2854	3292					1327	1334	1488
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3292	1458	2854	3292					1327	1334	1488
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1121	332	395	1642	0	0	0	0	289	2	84
RTOR Reduction (vph)	0	0	155	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	1121	177	395	1642	0	0	0	0	144	147	47
Confl. Peds. (#/hr)			4									2
Heavy Vehicles (%)	0%	1%	0%	13%	1%	0%	0%	0%	0%	19%	0%	0%
Turn Type			Perm	Prot						Perm		Prot
Protected Phases		2		1	6						4	4
Permitted Phases			2							4		
Actuated Green, G (s)		63.3	63.3	24.5	92.3					18.7	18.7	18.7
Effective Green, g (s)		63.8	63.8	25.0	92.8					19.2	19.2	19.2
Actuated g/C Ratio		0.53	0.53	0.21	0.77					0.16	0.16	0.16
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.6	4.6	2.5	4.6					2.5	2.5	2.5
Lane Grp Cap (vph)		1750	775	595	2546					212	213	238
v/s Ratio Prot		0.34		0.14	c0.50							0.03
v/s Ratio Perm			0.12							0.11	0.11	
v/c Ratio		0.64	0.23	0.66	0.64					0.68	0.69	0.20
Uniform Delay, d1		20.0	15.0	43.6	6.1					47.5	47.6	43.7
Progression Factor		0.59	0.66	0.84	0.65					1.00	1.00	1.00
Incremental Delay, d2		1.4	0.5	1.7	0.9					7.6	8.5	0.3
Delay (s)		13.1	10.4	38.3	4.9					55.1	56.1	44.0
Level of Service		B	B	D	A					E	E	D
Approach Delay (s)		12.5			11.3			0.0			53.0	
Approach LOS		B			B			A			D	
Intersection Summary												
HCM Average Control Delay			15.8			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			72.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: E Pine St & NB On Ramp

5/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↗			
Volume (vph)	55	1285	0	0	1460	485	475	0	540	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.95	0.88			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	1662	3197			3228	1299	1564	1564	2338			
Flt Permitted	0.09	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	157	3197			3228	1299	1564	1564	2338			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	57	1339	0	0	1521	505	495	0	562	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	204	0	0	93	0	0	0
Lane Group Flow (vph)	57	1339	0	0	1521	301	247	248	469	0	0	0
Confl. Peds. (#/hr)	1					1			2			
Heavy Vehicles (%)	0%	4%	0%	2%	3%	12%	1%	0%	12%	0%	0%	0%
Turn Type	pm+pt				Perm		Perm		Prot			
Protected Phases	5	2			6			8	8			
Permitted Phases	2					6	8					
Actuated Green, G (s)	78.5	78.5			70.4	70.4	32.5	32.5	32.5			
Effective Green, g (s)	79.0	79.0			70.9	70.9	33.0	33.0	33.0			
Actuated g/C Ratio	0.66	0.66			0.59	0.59	0.28	0.28	0.28			
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	2.5	4.6			4.6	4.6	3.0	3.0	3.0			
Lane Grp Cap (vph)	155	2105			1907	767	430	430	643			
v/s Ratio Prot	0.01	c0.42			c0.47				c0.20			
v/s Ratio Perm	0.23					0.23	0.16	0.16				
v/c Ratio	0.37	0.64			0.80	0.39	0.57	0.58	0.73			
Uniform Delay, d1	30.0	12.1			19.0	13.1	37.5	37.5	39.5			
Progression Factor	0.28	0.23			0.38	0.02	1.00	1.00	1.00			
Incremental Delay, d2	0.9	1.2			2.1	0.9	1.9	1.9	4.2			
Delay (s)	9.3	3.9			9.4	1.2	39.3	39.4	43.6			
Level of Service	A	A			A	A	D	D	D			
Approach Delay (s)		4.1			7.3			41.6			0.0	
Approach LOS		A			A			D			A	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

8: E Pine St & Penger Rd

5/27/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	1420	220	30	1530	255	250	45	50	215	20	165
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.92		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	3260	1102	1471	4596		1309	1485		1662	1516	
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.29	1.00		0.68	1.00	
Satd. Flow (perm)	118	3260	1102	110	4596		405	1485		1188	1516	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1495	232	32	1611	268	263	47	53	226	21	174
RTOR Reduction (vph)	0	0	65	0	16	0	0	39	0	0	156	0
Lane Group Flow (vph)	195	1495	167	32	1863	0	263	61	0	226	39	0
Heavy Vehicles (%)	0%	2%	35%	13%	2%	0%	27%	0%	16%	0%	0%	0%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	73.5	73.5	73.5	63.6	63.6		27.6	13.6		23.6	11.6	
Effective Green, g (s)	74.0	74.0	74.0	64.1	64.1		27.6	14.1		23.6	12.1	
Actuated g/C Ratio	0.62	0.62	0.62	0.53	0.53		0.23	0.12		0.20	0.10	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)	2.5	1.0	1.0	2.5	1.0		2.5	2.5		2.5	4.0	
Lane Grp Cap (vph)	250	2010	680	103	2455		199	174		281	153	
v/s Ratio Prot	0.09	c0.46		0.01	c0.41		c0.15	0.04		0.08	0.03	
v/s Ratio Perm	c0.39		0.15	0.16			c0.15			0.08		
v/c Ratio	0.78	0.74	0.25	0.31	0.76		1.32	0.35		0.80	0.25	
Uniform Delay, d1	33.3	16.3	10.4	19.3	21.9		43.7	48.7		45.0	49.8	
Progression Factor	0.80	0.58	0.50	0.75	0.61		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.7	1.9	0.6	0.5	0.9		175.4	0.9		14.9	1.2	
Delay (s)	37.2	11.3	5.9	15.1	14.2		219.1	49.6		59.8	51.0	
Level of Service	D	B	A	B	B		F	D		E	D	
Approach Delay (s)		13.3			14.2			172.4			55.7	
Approach LOS		B			B			F			E	

Intersection Summary

HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: E Pine St & Hamrick Rd

5/27/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	735	925	25	10	1180	85	50	15	5	75	15	585
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.5	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	3131	3110		1662	3202			1378	1488		1639	1458
Flt Permitted	0.95	1.00		0.95	1.00			0.66	1.00		0.71	1.00
Satd. Flow (perm)	3131	3110		1662	3202			941	1488		1207	1458
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	774	974	26	11	1242	89	53	16	5	79	16	616
RTOR Reduction (vph)	0	1	0	0	4	0	0	0	4	0	0	9
Lane Group Flow (vph)	774	999	0	11	1327	0	0	69	1	0	95	607
Heavy Vehicles (%)	3%	5%	62%	0%	3%	0%	29%	0%	0%	0%	15%	2%
Turn Type	Prot			Prot			Perm		Perm	Perm		pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases							8		8	4		4
Actuated Green, G (s)	41.0	91.2		0.7	50.0			15.1	15.1		14.8	55.8
Effective Green, g (s)	41.0	92.2		0.7	51.4			15.6	15.6		15.6	55.8
Actuated g/C Ratio	0.34	0.77		0.01	0.43			0.13	0.13		0.13	0.46
Clearance Time (s)	4.0	5.0		3.5	5.4			4.5	4.5		4.8	4.0
Vehicle Extension (s)	3.0	1.0		3.0	1.0			2.5	2.5		1.0	3.0
Lane Grp Cap (vph)	1070	2390		10	1372			122	193		157	678
v/s Ratio Prot	0.25	0.32		0.01	c0.41							c0.31
v/s Ratio Perm								0.07	0.00		0.08	0.11
v/c Ratio	0.72	0.42		1.10	0.97			0.57	0.00		0.61	0.90
Uniform Delay, d1	34.5	4.7		59.6	33.5			49.0	45.4		49.3	29.4
Progression Factor	0.69	0.51		0.54	0.24			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.7	0.4		204.8	8.9			4.8	0.0		4.5	14.4
Delay (s)	25.4	2.8		236.9	16.7			53.8	45.4		53.7	43.8
Level of Service	C	A		F	B			D	D		D	D
Approach Delay (s)		12.7			18.6			53.3			45.2	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queuing and Blocking Report
 2038 ALUS PM Preferred Alt with Delayed TSP (Baseline Vols)

5/27/2015

Intersection: 6: E Pine St & SB Off Ramp

Movement	EB	EB	EB	WB	WB	WB	WB	B24	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	L	LT	R
Maximum Queue (ft)	362	398	335	248	306	330	368	7	227	249	135
Average Queue (ft)	226	206	77	131	145	145	170	0	127	140	58
95th Queue (ft)	412	386	228	212	238	266	302	5	207	232	142
Link Distance (ft)	344	344			796	796	796	387		1208	
Upstream Blk Time (%)	5	3	0								
Queuing Penalty (veh)	36	21	0								
Storage Bay Dist (ft)			250	150					400		35
Storage Blk Time (%)		6		4	7					63	14
Queuing Penalty (veh)		20		8	12					138	40

Intersection: 7: E Pine St & NB On Ramp

Movement	EB	EB	EB	B24	B24	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	T	T	T	T	R	L	LT	R	R
Maximum Queue (ft)	379	478	490	783	781	374	344	262	311	586	465	426
Average Queue (ft)	107	308	276	334	302	147	126	61	140	383	321	178
95th Queue (ft)	326	621	593	879	837	281	258	173	288	985	631	370
Link Distance (ft)		387	387	796	796	460	460	460		1031		
Upstream Blk Time (%)	0	29	17	4	3		0	0		22		
Queuing Penalty (veh)	0	197	116	28	22		1	0		0		
Storage Bay Dist (ft)	400								500		500	500
Storage Blk Time (%)	0	29							0	9	24	
Queuing Penalty (veh)	1	16							0	65	111	

Intersection: 8: E Pine St & Peninger Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	175	545	531	390	170	394	372	354	250	386	413	329
Average Queue (ft)	146	501	362	115	31	212	226	194	233	281	180	93
95th Queue (ft)	215	614	643	352	92	338	348	316	290	485	334	206
Link Distance (ft)		460	460			432	432	432		334	778	
Upstream Blk Time (%)		22	12			0	0	0		38		
Queuing Penalty (veh)		203	106			0	0	0		0		
Storage Bay Dist (ft)	75			215	100				150			300
Storage Blk Time (%)	48	31	17	0	0	30			62	3	3	
Queuing Penalty (veh)	341	58	37	0	0	9			59	7	5	

Arterial Level of Service: EB E Pine St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hamrick Rd	III	35	43.1	3.1	46.2	0.36	28.0	B
Total	III		43.1	3.1	46.2	0.36	28.0	B

Arterial Level of Service: WB E Pine St

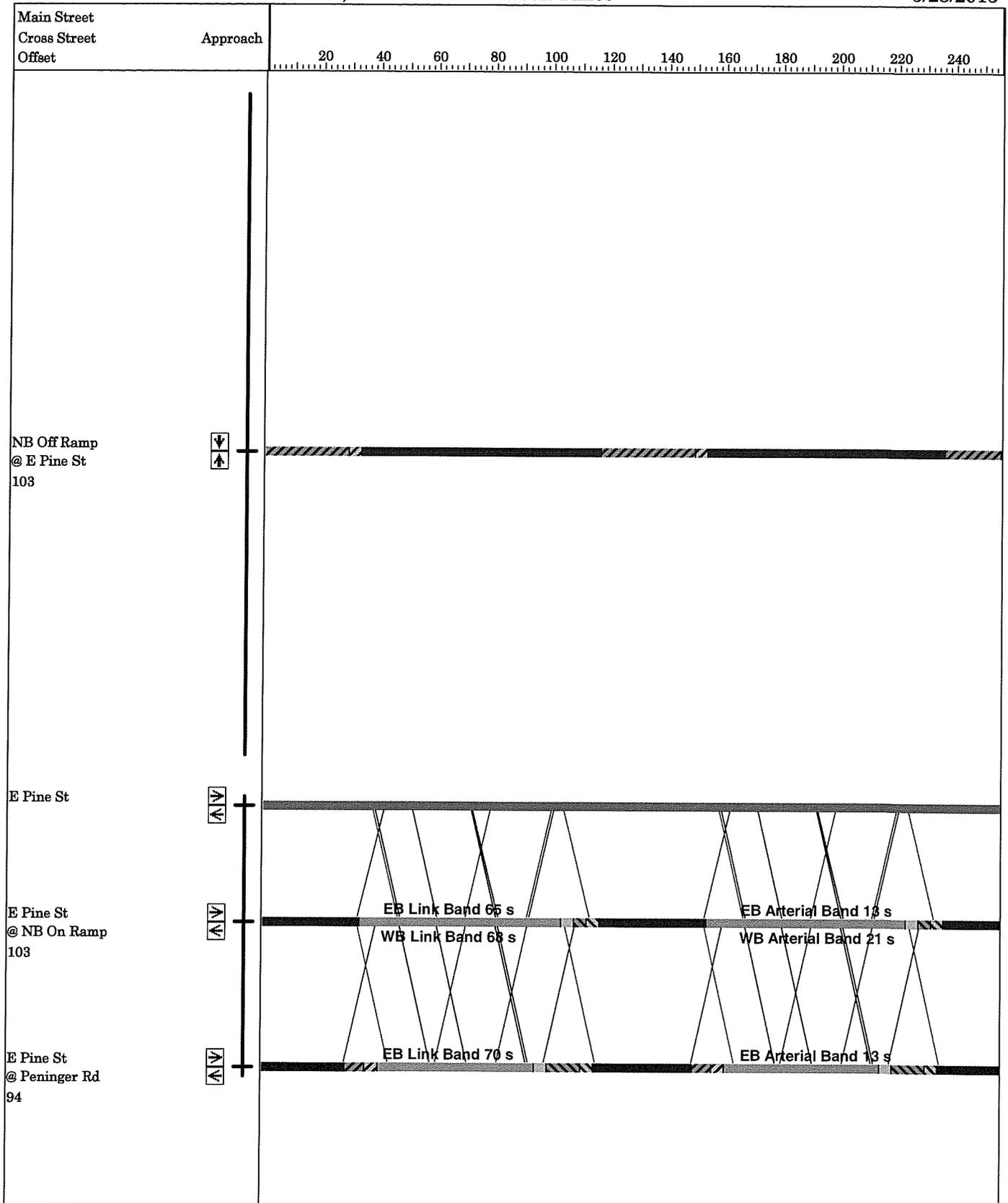
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hamrick Rd	II	45	35.8	20.3	56.1	0.38	24.4	C
Total	II		35.8	20.3	56.1	0.38	24.4	C

Project Information		
Analyst:	JYC	
Agency/Company:	JRH Transportation Engineering	
Date:	5/27/2015	
Project Name:	Gebhard Road Ext	
Section:		
Analysis Time Period:	PM Peak	
Jurisdiction:		
Year/Alternative:	2038 No Gebhard Ext	
Parameter	Value ²	
Inputs		
Cycle Length (sec)	120	
Posted Speed of Arterial (mph)	35	35
Progression Speed (mph)	28	24.4
Direction of Flow	Westbound	Eastbound
Lane Group Flow (vph)	1460	1285
Saturation Flow Rate (veh per hour of green)	3500	3500
Progression bandwidth provided	68	70
Calculations ³		
1. No. of Cycles per hour	30	
2. G/C, hours of green required per hour	0.417	0.367
3. Minimum seconds of green per hour	1502	1322
4. Minimum seconds of green per cycle	50.1	44.1
Generic Yellow Time	4	4
Results		
Minimum Progression Bandwidth = Minimum Green + Yellow Time	54.1	48.1
¹ This calculator is to be applied at the most critical intersection in a progressed signal system. At the critical intersection, the arterial approach volume and saturation flow rate are used to set the minimum required progression bandwidth ² See Notes tab for instructions. ³ See Manual Calculation tab for description of steps.		

Timing Plan: 1

Arterial and Link-Link Bandwidths, 70th Percentile Green Times

5/28/2015



IAMP 33

2038 ALUS PM Preferred Alt with Delayed TSP (Baseline Vols)



EXHIBIT B

EAST PINE STREET WITH GEBHARD ROAD EXTENSION

HCM Signalized Intersection Capacity Analysis

6: E Pine St & SB Off Ramp

5/27/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↖↗	↑↑					↖	↗	↖
Volume (vph)	0	1065	315	375	1560	0	0	0	0	275	2	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3292	1458	2854	3292					1327	1334	1488
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3292	1458	2854	3292					1327	1334	1488
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1121	332	395	1642	0	0	0	0	289	2	84
RTOR Reduction (vph)	0	0	155	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	1121	177	395	1642	0	0	0	0	144	147	47
Confl. Peds. (#/hr)			4									2
Heavy Vehicles (%)	0%	1%	0%	13%	1%	0%	0%	0%	0%	19%	0%	0%
Turn Type			Perm	Prot						Perm		Prot
Protected Phases		2		1	6						4	4
Permitted Phases			2							4		
Actuated Green, G (s)		63.3	63.3	24.5	92.3					18.7	18.7	18.7
Effective Green, g (s)		63.8	63.8	25.0	92.8					19.2	19.2	19.2
Actuated g/C Ratio		0.53	0.53	0.21	0.77					0.16	0.16	0.16
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.6	4.6	2.5	4.6					2.5	2.5	2.5
Lane Grp Cap (vph)		1750	775	595	2546					212	213	238
v/s Ratio Prot		0.34		0.14	0.50							0.03
v/s Ratio Perm			0.12							0.11	0.11	
v/c Ratio		0.64	0.23	0.66	0.64					0.68	0.69	0.20
Uniform Delay, d1		20.0	15.0	43.6	6.1					47.5	47.6	43.7
Progression Factor		0.59	0.66	0.81	0.57					1.00	1.00	1.00
Incremental Delay, d2		1.4	0.5	1.7	0.9					7.6	8.5	0.3
Delay (s)		13.1	10.4	37.1	4.4					55.1	56.1	44.0
Level of Service		B	B	D	A					E	E	D
Approach Delay (s)		12.5			10.7			0.0			53.0	
Approach LOS		B			B			A			D	
Intersection Summary												
HCM Average Control Delay			15.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			72.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: E Pine St & NB On Ramp

5/27/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 	 			 			
Volume (vph)	55	1285	0	0	1460	485	475	0	540	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.95	0.88			
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Fr t	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Fl t Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	1662	3197			3228	1299	1564	1564	2338			
Fl t Permitted	0.09	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	157	3197			3228	1299	1564	1564	2338			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	57	1339	0	0	1521	505	495	0	562	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	204	0	0	93	0	0	0
Lane Group Flow (vph)	57	1339	0	0	1521	301	247	248	469	0	0	0
Confl. Peds. (#/hr)	1					1			2			
Heavy Vehicles (%)	0%	4%	0%	2%	3%	12%	1%	0%	12%	0%	0%	0%
Turn Type	pm+pt					Perm	Perm		Prot			
Protected Phases	5	2			6			8	8			
Permitted Phases	2					6	8					
Actuated Green, G (s)	78.5	78.5			70.4	70.4	32.5	32.5	32.5			
Effective Green, g (s)	79.0	79.0			70.9	70.9	33.0	33.0	33.0			
Actuated g/C Ratio	0.66	0.66			0.59	0.59	0.28	0.28	0.28			
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	2.5	4.6			4.6	4.6	3.0	3.0	3.0			
Lane Grp Cap (vph)	155	2105			1907	767	430	430	643			
v/s Ratio Prot	0.01	c0.42			c0.47				c0.20			
v/s Ratio Perm	0.23					0.23	0.16	0.16				
v/c Ratio	0.37	0.64			0.80	0.39	0.57	0.58	0.73			
Uniform Delay, d1	30.0	12.1			19.0	13.1	37.5	37.5	39.5			
Progression Factor	0.25	0.16			0.35	0.01	1.00	1.00	1.00			
Incremental Delay, d2	0.9	1.2			2.1	0.9	1.9	1.9	4.2			
Delay (s)	8.3	3.1			8.7	0.9	39.3	39.4	43.6			
Level of Service	A	A			A	A	D	D	D			
Approach Delay (s)		3.4			6.8			41.6			0.0	
Approach LOS		A			A			D			A	

Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

8: E Pine St & Peninger Rd

5/27/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	1420	220	30	1530	255	250	45	50	215	20	165
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.92		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	3260	1102	1471	4596		1309	1485		1662	1516	
Flt Permitted	0.06	1.00	1.00	0.09	1.00		0.26	1.00		0.69	1.00	
Satd. Flow (perm)	104	3260	1102	132	4596		365	1485		1212	1516	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1495	232	32	1611	268	263	47	53	226	21	174
RTOR Reduction (vph)	0	0	69	0	16	0	0	38	0	0	125	0
Lane Group Flow (vph)	195	1495	163	32	1863	0	263	62	0	226	70	0
Heavy Vehicles (%)	0%	2%	35%	13%	2%	0%	27%	0%	16%	0%	0%	0%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	79.9	73.0	73.0	64.9	62.5		29.5	15.1		24.7	12.7	
Effective Green, g (s)	80.4	73.5	73.5	65.9	63.0		29.5	15.6		24.7	13.2	
Actuated g/C Ratio	0.67	0.61	0.61	0.55	0.52		0.25	0.13		0.21	0.11	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)	2.5	1.0	1.0	2.5	1.0		2.5	2.5		2.5	4.0	
Lane Grp Cap (vph)	244	1997	675	105	2413		203	193		294	167	
v/s Ratio Prot	c0.09	c0.46		0.01	0.41		c0.16	0.04		0.08	0.05	
v/s Ratio Perm	c0.44		0.15	0.16			c0.16			0.08		
v/c Ratio	0.80	0.75	0.24	0.30	0.77		1.30	0.32		0.77	0.42	
Uniform Delay, d1	34.4	16.6	10.6	35.1	22.8		42.3	47.4		43.9	49.8	
Progression Factor	0.82	0.65	0.69	0.40	0.36		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.3	1.9	0.6	0.6	1.2		164.4	0.7		11.0	2.3	
Delay (s)	40.5	12.8	8.0	14.6	9.5		206.7	48.1		54.9	52.2	
Level of Service	D	B	A	B	A		F	D		D	D	
Approach Delay (s)		15.0			9.6			163.0			53.6	
Approach LOS		B			A			F			D	

Intersection Summary

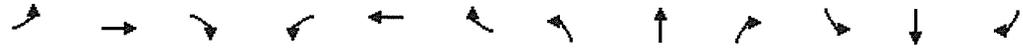
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: E Pine St & Hamrick Rd

5/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖↗	↕			↕	↖↗		↕	↖↗
Volume (vph)	632	925	25	10	1180	85	50	15	5	75	15	417
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.5	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	3131	3110		1662	3202			1378	1488		1639	1458
Flt Permitted	0.95	1.00		0.95	1.00			0.66	1.00		0.71	1.00
Satd. Flow (perm)	3131	3110		1662	3202			941	1488		1207	1458
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	665	974	26	11	1242	89	53	16	5	79	16	439
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	4	0	0	12
Lane Group Flow (vph)	665	999	0	11	1328	0	0	69	1	0	95	427
Heavy Vehicles (%)	3%	5%	62%	0%	3%	0%	29%	0%	0%	0%	15%	2%
Turn Type	Prot			Prot			Perm		Perm	Perm		pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases							8		8	4		4
Actuated Green, G (s)	30.0	91.2		0.7	61.0			15.1	15.1		14.8	44.8
Effective Green, g (s)	30.0	92.2		0.7	62.4			15.6	15.6		15.6	44.8
Actuated g/C Ratio	0.25	0.77		0.01	0.52			0.13	0.13		0.13	0.37
Clearance Time (s)	4.0	5.0		3.5	5.4			4.5	4.5		4.8	4.0
Vehicle Extension (s)	3.0	1.0		3.0	1.0			2.5	2.5		1.0	3.0
Lane Grp Cap (vph)	783	2390		10	1665			122	193		157	593
v/s Ratio Prot	c0.21	0.32		0.01	c0.41							c0.18
v/s Ratio Perm								0.07	0.00		0.08	0.11
v/c Ratio	0.85	0.42		1.10	0.80			0.57	0.00		0.61	0.72
Uniform Delay, d1	42.8	4.7		59.6	23.6			49.0	45.4		49.3	32.2
Progression Factor	0.85	0.42		0.98	0.26			1.00	1.00		1.00	1.00
Incremental Delay, d2	6.7	0.4		204.8	1.5			4.8	0.0		4.5	4.3
Delay (s)	43.1	2.4		263.3	7.7			53.8	45.4		53.7	36.5
Level of Service	D	A		F	A			D	D		D	D
Approach Delay (s)		18.7			9.8			53.3			39.6	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 26: E Pine St & Gebhard Rd.

5/27/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	170	1505	10	10	1572	65	41	10	5	72	15	202
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1630	3257		1630	3240		1630	1635		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00		0.75	1.00	1.00
Satd. Flow (perm)	1630	3257		1630	3240		1282	1635		1282	1716	1458
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	1636	11	11	1709	71	45	11	5	78	16	220
RTOR Reduction (vph)	0	0	0	0	2	0	0	4	0	0	0	167
Lane Group Flow (vph)	185	1647	0	11	1778	0	45	12	0	78	16	53
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Actuated Green, G (s)	16.5	89.2		0.8	73.5		18.0	18.0		18.0	18.0	18.0
Effective Green, g (s)	16.0	88.7		0.3	73.0		17.5	17.5		17.5	17.5	17.5
Actuated g/C Ratio	0.13	0.74		0.00	0.61		0.15	0.15		0.15	0.15	0.15
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	217	2407		4	1971		187	238		187	250	213
v/s Ratio Prot	c0.11	0.51		0.01	c0.55			0.01			0.01	
v/s Ratio Perm							0.04			c0.06		0.04
v/c Ratio	0.85	0.68		2.75	0.90		0.24	0.05		0.42	0.06	0.25
Uniform Delay, d1	50.8	8.3		59.9	20.4		45.4	44.1		46.6	44.2	45.4
Progression Factor	0.77	1.76		0.95	0.52		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.6	1.1		1122.0	5.1		3.0	0.4		1.1	0.1	0.4
Delay (s)	58.8	15.7		1179.2	15.8		48.4	44.5		47.7	44.3	45.9
Level of Service	E	B		F	B		D	D		D	D	D
Approach Delay (s)		20.0			22.9			47.4			46.2	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queuing and Blocking Report

2038 ALUS PM Preferred Alt with Delayed TSP Add Gebhart Road

5/27/2015

Intersection: 6: E Pine St & SB Off Ramp

Movement	EB	EB	EB	WB	WB	WB	WB	B24	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	L	LT	R
Maximum Queue (ft)	356	366	334	246	307	361	423	4	271	341	135
Average Queue (ft)	241	204	76	130	146	158	186	0	125	144	57
95th Queue (ft)	399	372	236	218	240	293	341	3	221	263	146
Link Distance (ft)	344	344			796	796	796	387		1208	
Upstream Blk Time (%)	8	7	0								
Queuing Penalty (veh)	57	49	0								
Storage Bay Dist (ft)			250	150					400		35
Storage Blk Time (%)		11	0	5	8					65	12
Queuing Penalty (veh)		33	0	9	14					142	34

Intersection: 7: E Pine St & NB On Ramp

Movement	EB	EB	EB	B24	B24	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	T	T	T	T	R	L	LT	R	R
Maximum Queue (ft)	322	431	434	654	656	319	287	122	463	756	535	498
Average Queue (ft)	62	174	154	180	172	137	114	57	194	283	262	247
95th Queue (ft)	197	491	474	708	693	242	215	103	367	750	536	492
Link Distance (ft)		387	387	796	796	460	460	460		1042		
Upstream Blk Time (%)	0	18	15	7	6		0			5		
Queuing Penalty (veh)	0	122	96	49	39		0			0		
Storage Bay Dist (ft)	400								500		500	500
Storage Blk Time (%)	0	18							0	1	10	6
Queuing Penalty (veh)	0	10							0	9	47	27

Intersection: 8: E Pine St & Peninger Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	384	544	534	396	84	372	354	330	250	405	574	361
Average Queue (ft)	233	379	337	110	25	178	185	158	231	293	250	119
95th Queue (ft)	422	607	579	325	63	309	302	287	295	490	525	293
Link Distance (ft)		460	460			433	433	433		334	778	
Upstream Blk Time (%)		20	14			0				42	0	
Queuing Penalty (veh)		183	129			0				0	0	
Storage Bay Dist (ft)	300			225	150				150			300
Storage Blk Time (%)	5	26	20			9			61	2	12	0
Queuing Penalty (veh)	33	48	44			3			58	5	23	0

Arterial Level of Service: EB E Pine St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gebhard Road	III	35	25.4	10.7	36.1	0.21	21.1	C
Hamrick Rd	III	35	18.9	2.2	21.1	0.15	25.2	B
Total	III		44.3	12.9	57.2	0.36	22.6	C

Arterial Level of Service: WB E Pine St

With Gebhard Rd.

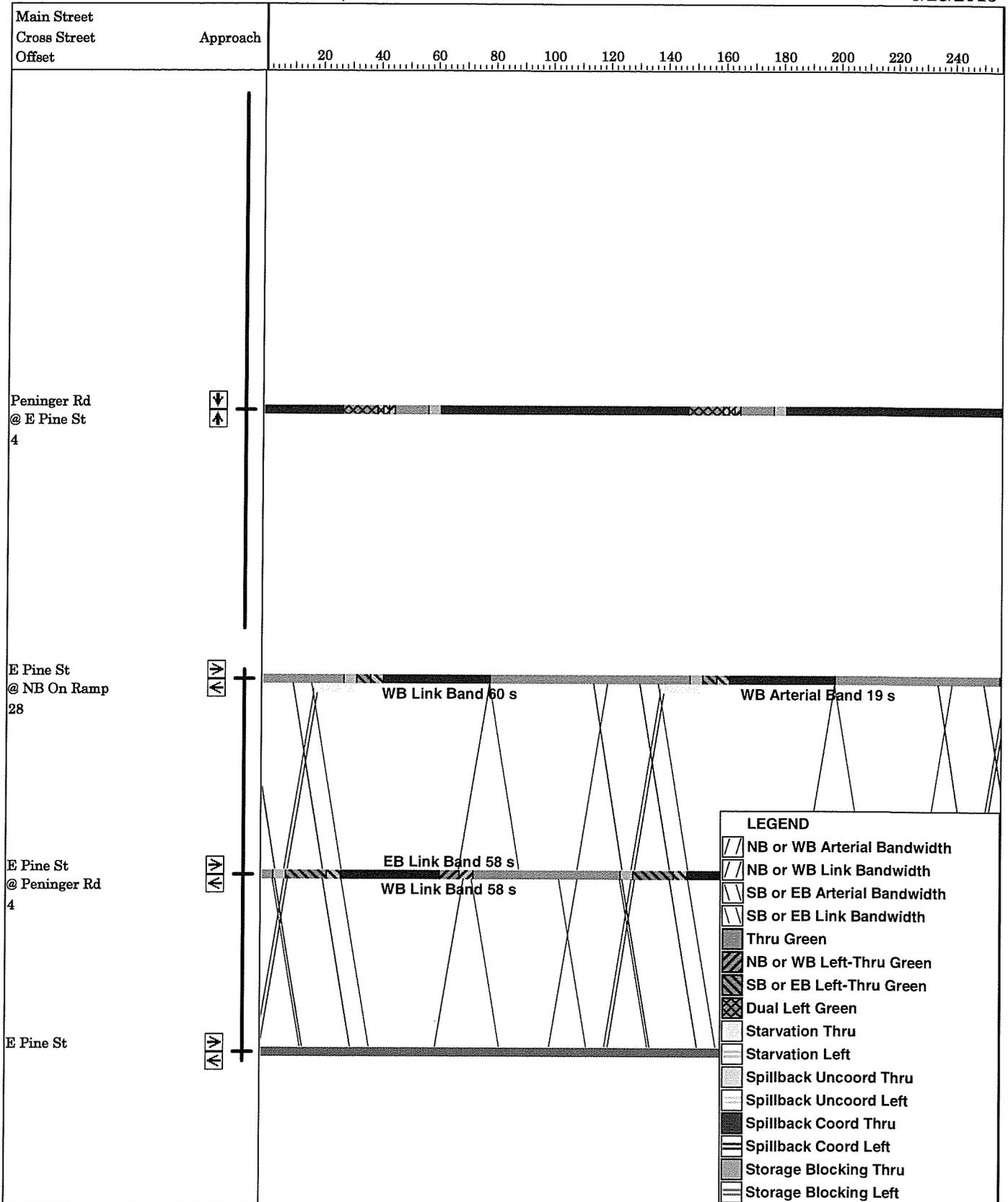
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hamrick Rd	III	35	45.7	12.0	57.7	0.38	23.8	C
Gebhard Rd.	III	35	18.9	17.4	36.3	0.15	14.7	D
Total	III		64.6	29.4	94.0	0.53	20.3	C

Project Information		
Analyst:	JYC	
Agency/Company:	JRH Transportation Engineering	
Date:	5/27/2015	
Project Name:	Gebhard Road Ext	
Section:		
Analysis Time Period:	PM Peak	
Jurisdiction:		
Year/Alternative:	2038 With Gebhard Ext	
Parameter	Value ²	
Inputs		
Cycle Length (sec)	120	
Posted Speed of Arterial (mph)	35	35
Progression Speed (mph)	23.8	21.6
Direction of Flow	Westbound	Eastbound
Lane Group Flow (vph)	1460	1285
Saturation Flow Rate (veh per hour of green)	3500	3500
Progression bandwidth provided	60	58
Calculations ³		
1. No. of Cycles per hour	30	
2. G/C, hours of green required per hour	0.417	0.367
3. Minimum seconds of green per hour	1502	1322
4. Minimum seconds of green per cycle	50.1	44.1
Generic Yellow Time	4	4
Results		
Minimum Progression Bandwidth = Minimum Green + Yellow Time	54.1	48.1
¹ This calculator is to be applied at the most critical intersection in a progressed signal system. At the critical intersection, the arterial approach volume and saturation flow rate are used to set the minimum required progression bandwidth ² See Notes tab for instructions. ³ See Manual Calculation tab for description of steps.		

Timing Plan: 1

Arterial and Link-Link Bandwidths, 70th Percentile Green Times

5/28/2015



IAMP 33

2038 ALUS PM Preferred Alt with Delayed TSP Add Gebhart Road



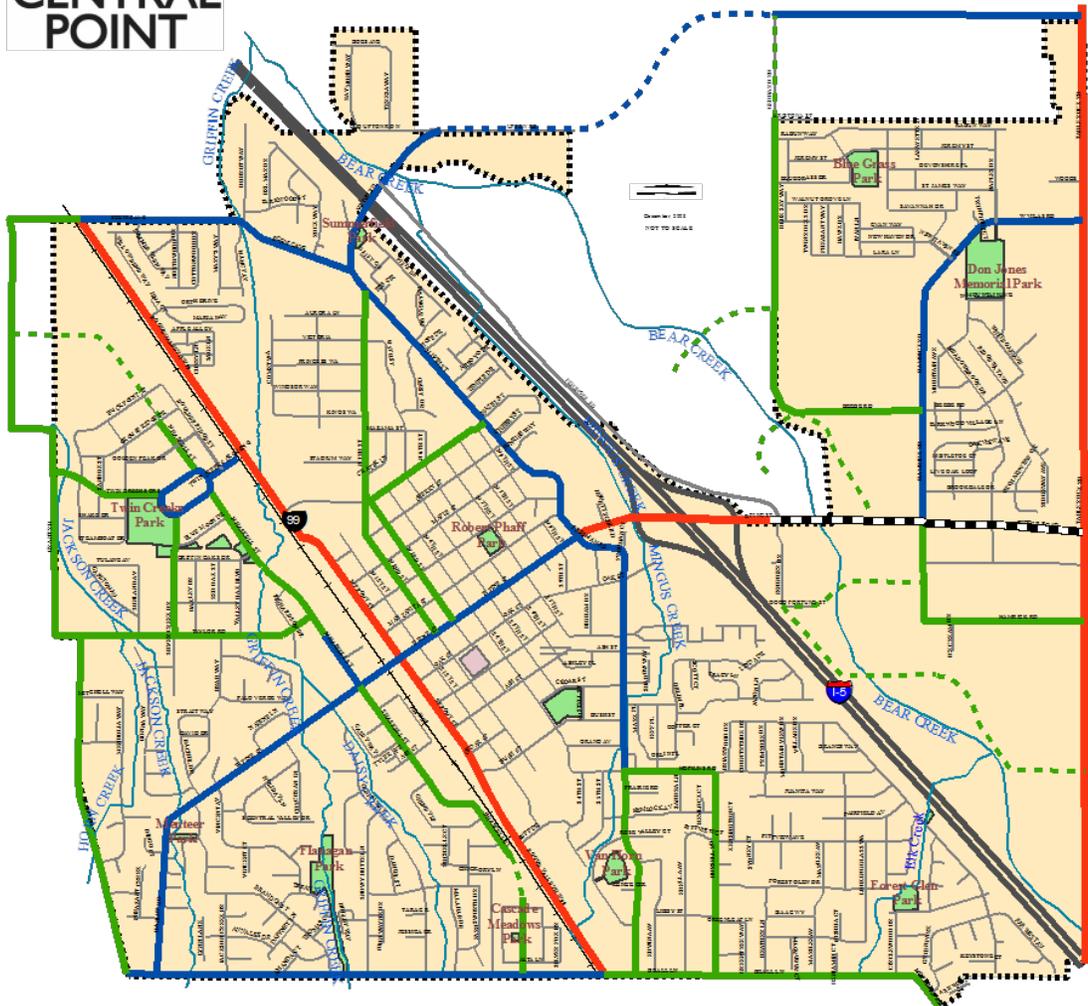
JRH TRANSPORTATION ENGINEERING

www.jrhweb.com

EUGENE

**4765 Village Plaza Loop, Suite 201
Eugene, Oregon 97401
541-687-1081**

ATTACHMENT "A" - TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT



- Legend
- Urban Area
 - Principal Arterial
 - Collector
 - Public Parks
 - Intermodal Connector
 - Future Collector
 - Railroad
 - Minor Arterial
 - Local
 - Future Minor Arterial

Figure 7.1
Functional Classification & Street Network Map
2008-2030

ATTACHMENT "A" – TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT



ATTACHMENT “A” – TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT

7.2.2.2 Year 2020 Roadway Deficiencies: By 2020 it is projected that sixteen (16) intersections will exceed performance standards during one or both peak hours without any improvements. This represents 46% of the City’s key intersections. The results of the operational analysis for the Year 2020 scenario are summarized in Table 7.3. The table lists each intersection within the study area separately, with the corresponding mobility standard for A.M. and P.M. conditions. The following identifies each of the sixteen intersections and a general description of the improvements needed to meet a minimum LOS “D”:

3. Gebhard Road Extension. *Between 2020 and 2030* ~~By Year 2020~~, it is forecast that Gebhard Road, *a designated collector street*, will be extended *southerly* to intersect with E. Pine Street approximately 700 feet west of Hamrick Road (*Figure 7.1*). *The proposed routing and alignment of the Gebhard Road extension is illustrated in Figure 7.1.1 and is expected to be improved as the area develops²¹. The specific alignment of Gebhard Road may be further refined as needed, but will generally follow the routing as illustrated in Figure 7.1.1.* In addition to the extension of Gebhard Road, its intersection with East Pine Street ~~would~~ *will* need to be signalized *as the commercial property along East Pine Street is developed. Both the signalization of Gebhard Road at East Pine Street and the southerly extension of Gebhard Road are compliant with ODOT’s IAMP 33²².*

²¹ *Gebhard Road Alignment Study, October 6, 2015, City of Central Point.*

²² *Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015, JRH Transportation Engineering*

ATTACHMENT “C”

PLANNING COMMISSION RESOLUTION NO. 824

A RESOLUTION OF THE PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO AMEND THE COMPREHENSIVE PLAN TO INCORPORATE OPTION “C” OF THE GEBHARD ROAD ROUTE STUDY AS PART OF THE TRANSPORTATION SYSTEM PLAN

(File No: 15024)

WHEREAS, on October 6, 2015 the Planning Commissions of the City of Central Point held a duly-noticed public hearing, reviewed, staff reports, findings of fact and heard public testimony on a minor revisions to the Central Point Comprehensive Plan, Transportation System Plan clarifying the location and design criteria for the southerly extension of Gebhard Road to East Pine Street; and

WHEREAS, after reviewing the requested proposal and considering public testimony it is the determination of the Central Point Planning Commission that the proposed amendments as set forth in attached Exhibit “A” dated October 6, 2015 are adjustments that do not alter, or otherwise modify the uses and character of development and land use within the City of Central Point, and is therefore determined to be consistent with all of the goals, objectives, and policies of the City’s Comprehensive Plan and State Planning Goals.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 824 does hereby accept, and forward to the City Council a recommendation that the City Council favorably consider amending the City of Central Point Comprehensive Plan, Transportation System Plan (TSP) as set forth in the attached Staff Report, including Exhibit “A” and Exhibit “B”, dated 6th day of October, 2015.

Planning Commission Chair

ATTEST:

City Representative

Approved by me this 6th day of October, 2015.

Planning Commission Chair

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN (TSP)
OF THE CENTRAL POINT COMPREHENSIVE PLAN REFINING THE
SOUTHERLY EXTENSION OF GEBHARD ROAD TO EAST PINE STREET.

Recitals:

- A. Words ~~lined through~~ are to be deleted and words **in bold** are added.
- B. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- C. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City Comprehensive Plans.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.96.100 Comprehensive Plan and Urban Growth Boundary Amendments – Purpose and Chapter 17.05.500, Type IV Review Procedures, the City has initiated an application and conducted the following duly advertised public hearings to consider the proposed amendment:
 - a) Planning Commission hearing on October 6, 2015
 - b) City Council hearings on November 12, 2015 and December 10, 2015.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Amendments to TSP Chapter 7 – Street System, 2008 - 2030 to read:

7.2.2.2 Year 2020 Roadway Deficiencies: By 2020 it is projected that sixteen (16) intersections will exceed performance standards during one or both peak hours without any improvements. This represents 46% of the City's key intersections. The results of the operational analysis for the Year 2020 scenario are summarized in Table 7.3. The table lists each intersection within the study area separately, with the corresponding mobility standard for A.M. and P.M. conditions. The following identifies each of the sixteen intersections and a general description of the improvements needed to meet a minimum LOS "D":

3. Gebhard Road Extension. *Between 2020 and 2030* ~~By Year 2020~~, it is forecast that Gebhard Road, **a *designated collector street***, will be extended **southerly** to intersect with E. Pine Street approximately 700 feet west of Hamrick Road (**Figure 7.1**). **The proposed routing and alignment of the Gebhard Road extension is illustrated in Figure 7.1.1 and is expected to be improved as the area develops²¹. The specific alignment of Gebhard Road m be further refined as needed, but will generally follow the routing as illustrated in Figure 7.1.1.** In addition to the extension of Gebhard Road, its intersection with East Pine Street would **will** need to be signalized **as the commercial property along East Pine Street is developed. Both the signalization of Gebhard Road at East Pine Street and the southerly extension of Gebhard Road are compliant with ODOT's IAMP 33²².**

²¹ Gebhard Road Alignment Study, October 6, 2015, City of Central Point.

²² Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015, JRH Transportation Engineering

Section 2. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word Ordinance may be changed to “code”, “article”, “section”, “chapter”, or other word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross references and any typographical errors.

Section 3. Effective Date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this _____ day of _____, 20____.

Mayor Hank Williams

ATTEST:

City Recorder

Pg. 2 Ordinance No. _____ (___/___/___)

Business

Audit Presentation



Staff Report

Finance Department
Bev Adams, Finance Director

To: Mayor & Council
From: Bev Adams, Finance Director
Date: November 12, 2015
Subject: Audit presentation

Background:

City auditor Paul Neilson, CPA, from Isler CPA, LLC, will report on the audited Comprehensive Annual Financial Report for the year ended June 30, 2015. Feel free to use this opportunity to ask questions of Paul regarding the City's audited financial statements or financial operations in general.

The additional work that is required in order to qualify our financial report for the national Certificate of Achievement award is being completed. As soon as this work is accomplished, the final document can be assembled and will be distributed to each of you.

Recommended Action:

That the Council by motion accept the June 30, 2015 audited financial report.

Business

Medford Water Commission Fee increase



October 27, 2015

TO: Honorable Mayor and City Council
FROM: Matt Samitore, Parks & Public Works Director
SUBJECT: Water Rate Update 2015-16

PURPOSE:

The Medford Water Commission (MWC) has recently completed a new cost of service study (COS) and associated rate analysis. Moreover, during their October 22nd, 2015 Board Meeting, the Medford Water Commission Board approved staff's rate increase recommendation, allowing the Medford Water Commission to fund their budgeted operational needs, as well as their long term capital projects/needs. The newly adopted rate structure includes two primary components. First, it includes a 17% increase to the winter consumptive rate (from \$0.48 to \$0.56) and a 13% increase to the summer consumptive rate from (\$0.67 to \$0.76 per gallon). Second, all base rates have increased to the Other Cities customer group by 13%.

SUMMARY:

Staff has prepared several options for City Council to consider that adjusts the Central Point's water utility rates to offset the above-described increases from the Medford Water Commission. In addition to adjusting for the Medford Water Commission's rate change, staff has additionally prepared a 1% inflationary increase, which is recommended in our 5 year rate analysis. If approved by council, the MWC rate offset would go into effect January 1, 2016, and the City's inflationary rate would be implemented April 1, 2016 (when our normal rate increases typically occur).

The MWC has publicly stated that a 13% annual increase will be necessary for the next 5 consecutive years in order to fund their projected budgetary needs. With this in mind, staff is anticipating that similar increases could occur each year through 2020.

Configuring Water Rate Model:

Although staff has prepared a variety of scenarios to “pass along” the Medford Water Commission’s rate increase, each scenario is aimed at achieving an additional \$85,000 in revenue, which is proportional to the city’s (forecasted) increased cost for purchasing bulk water.

Rate Review

Central Point’s water utility rates are a combination of purchased water from the Medford Water Commission, ongoing operational expenditures, and projected capital expenditures. Our rates currently include a base rate that is currently \$13.50 per month, plus three tiers of consumptive block rates. Tier 1 is 0 to 800 cf of water (1 cubic foot of water is equivalent to 7.5 gallons); Tier 2 is 801 CF to 2200 CF; Tier 3 is over 2200 Cubic Feet.

Option A: Base Rate Only

Residential								
			Current	Proposed	With CP			
Meter Size	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Total Monthly Fixed Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf	Volume Charge 8 - 22 ccf	Volume Charge Over 22 ccf
5/8"	12.50	1.00	13.50	14.85	15	0.87	1.68	2.76
1"	17.50	2.45	19.95	21.30	21.45	0.87	1.68	2.76
1.5"	22.50	8.15	30.65	32.00	32.15	0.87	1.68	2.76
2"	32.50	11.15	43.65	45.00	45.15	0.87	1.68	2.76
3"	52.50	25.25	77.75	79.10	79.25	0.87	1.68	2.76
4"	72.50	43.85	116.35	117.70	117.85	0.87	1.68	2.76
6"	137.50	86.00	223.50	224.85	225	0.87	1.68	2.76
8"	212.50	139.50	352.00	353.35	353.5	0.87	1.68	2.76

The base rate option includes an additional \$1.35 to the base rate to cover the MWC increase. The City water portion is \$0.15 or 1%.

Business

**Planning Commission
Report**



PLANNING DEPARTMENT MEMORANDUM

Date: November 11, 2015
To: Honorable Mayor & Central Point City Council
From: Tom Humphrey AICP, Community Development Director
Subject: Planning Commission Report

The following items were presented by staff and discussed by the Planning Commission at a meeting on November 3, 2015. It should be noted that all four items were discussed as business and were not public hearings.

- A. **Review Findings of Fact and Conclusions of Law to Support the Planning Commission's October 6, 2015 decision to approve White Hawk Estates Transit Oriented Development (TOD) Master Plan. The 18.91 acre project site is in the Eastside TOD District east of Gebhard Road and north of Beebe Road, on property identified as 372W02 TLs 2700 and 2701. The project site is within the LMR-Low Mix Residential (2.69 ac) and MMR-Medium Mix (16.22 ac) zoning districts, File No. 14004. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES/NW.** The Commission affirmed their decision from the month before during which they determined that the applicant satisfactorily addressed the criteria for the master plan and major issues including; 1) the Gebhard Road alignment; 2) Soil contamination in the proposed park site; 3) shallow well impact and mitigation and 4) traffic control improvements. Unanimous approval of Resolution No. 825 concluded action on this item.
- B. **Review Findings of Fact and Conclusions of Law to Support the Planning Commission's October 6, 2015 decision to approve a Tentative Partition Plan to create three (3) parcels in the LMR-Low Mix Residential and MMR-Medium Mix Residential zoning districts within the Eastside TOD District on property identified as 372W02 TLs 2700 and 2701. File No. 14016. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES/NW.** The Commission affirmed their decision from the month before during which they determined that the applicant satisfactorily addressed the criteria for tentative plan approval which are also now satisfactory to property owners who were originally concerned with the proposal. Unanimous approval of Resolution No. 826 concluded action on this item.
- C. **Introduction and discussion of proposed Amendments to the 2008 Population Element in the Comprehensive Plan.** The Planning Commission considered the Coordinated Population Forecast (2015-2065) prepared by Portland State University for

Jackson County. Population forecasts are a necessary comprehensive planning tool and serve as the basis for identifying long-term land and infrastructure needs. Agreeing on these numbers will be important for projecting the City's housing and consequently the land use needs when adjusting the UGB later next year. After discussion, the Commission directed staff to initiate the process for amending the population element.

- D. **Discussion about the Conceptual Land Use and Transportation Plan for Urban Reserve Area (URA) CP-3.** The Commission was informed of the Council's direction to staff to initiate a UGB Amendment for CP-3. Commission members were asked to provide input for the Conceptual Plan that is being created as part of the amendment process. Members offered their opinions about employment-based zoning, open space and access to the area other than by Peninger Road. Their input will be used to create the Conceptual Plan draft document.

Finally, protocol for meetings, conflicts of interest, ex parte contact and bias were all discussed in preparation for the December meeting.